

RFP Name	Request for Proposal (RFP) for the Selection of System Integrator for Design, Supply, Installation, Testing, Commissioning and Operation & Maintenance of Vehicle Monitoring, Enforcement and Collection System for National Capital Region				
Ref:	IHMCL/VMCS/2026 published date 18.04.2026				
S.No	Clause / Section	RFP Statement	Query / Clarification Requested	Remarks	Reply IHMCL
1	PQ 2 - Annual Turnover	The Bidder shall have a Minimum Average Annual Turn Over (updated to the price level of the year based on factors indicated in table below) of Rs 100 Crore for any three consecutive Financial Years i.e., between FY 2022-23 to FY 2024-25.	Suggest to kindly amend that the Lead Member shall meet at least 50% requirement of Minimum Average Annual Turnover and the other Member shall meet at least 40% of Minimum Average Annual Turnover.	It helps to gain Competitive and Quality bid.	As per RFP
2	PQ 1 – Entity	The Sole Bidder / all members of a JV/Consortium shall be registered with GST in India. In case any member of the JV/Consortium is a foreign entity, the Bidder shall submit an undertaking along with its Proposal that, in the event of award, the said foreign member shall obtain GST registration within thirty (30) days of issue of Letter of Award (LoA).	Kindly provide 60 days' time for GST registration of Foreign Member		As per RFP
3	PQ 2 - Annual Turnover	The Bidder shall have a Minimum Average Annual Turn Over (updated to the price level of the year based on factors indicated in table below) of Rs 100 Crore for any three consecutive Financial Years i.e., between FY 2022-23 to FY 2024-25.	The Average Annual Turnover specified under PQ appears to be quite high. We kindly request the Authority to consider revising it to INR 50 Crore for the last three financial years, as the current requirement restricts participation of otherwise qualified bidders like us.		As per RFP
4	4.1. Pre-Qualification Criteria PQ 2 - Annual Turnover	The Bidder shall have a Minimum Average Annual Turn Over (updated to the price level of the year based on factors indicated in table below) of Rs 100 Crore for any three consecutive Financial Years i.e., between FY 2022-23 to FY 2024-25.	We request the Authority to kindly consider FY 2025-26 also for calculating the average annual turnover for the three consecutive financial years between FY 2022-23 to FY 2025-26. Further, for the preceding financial year FY 2025-26, we request that submission of a Chartered Accountant (CA) certificate confirming the Annual Turnover may be permitted. The audited and certified copies of the Balance Sheet and Profit & Loss Statement shall be submitted subsequently once the same are available.		As per RFP
5	PQ 2	Minimum Average Annual Turnover of Rs 100 Crore	The threshold of Rs 100 Crore is highly restrictive and restricts competition to large players. We request the Authority to reduce the turnover threshold to Rs 50 Crore or allow evaluation based on project-specific technical experience.	Promotes competitive bidding and aligns with GFR guidelines on broadening participation.	As per RFP
6	PQ 2 - Annual Turnover	The Bidder shall have a Minimum Average Annual Turn Over (updated to the price level of the year based on factors indicated in table below) of Rs 100 Crore for any three consecutive Financial Years i.e., between FY 2022-23 to FY 2024-25.	Request for Rationalization of Financial Eligibility: The current requirement of Rs 100 Crore Annual Turnover is significantly high for a project primarily focused on System Integration and technical deployment. Such threshold limits are restricting competition and funnel MSME who are IT companies. The turnover for IT based 100 Cr. for 3 years and through autonomous bodies / Govt projects is provelage of slected compnies .to only potentially excluding highly specialized technical firms with proven capability. We request the Authority to reduce the turnover threshold to Rs [e.g., 50] Crore, or alternatively, allow the evaluation to be based on the 'Project-Specific Technical Experience' rather than purely financial strength.	Promotes competitive bidding and aligns with GFR guidelines on broadening participation.	As per RFP
7	PQ 2 - Annual Turnover	i.Certificate from the Statutory Auditor clearly specifying the annual turnover for the specified years in T-8,	Request to rewrite the clause as below: i.Certificate from the Statutory Auditor / Chartered Accountant (CA) clearly specifying the annual turnover for the specified years in T-8,	Request you to kindly allow submission of turnover certificate certified by either the Statutory Auditor or a Chartered Accountant (CA) in Form T-8. This relaxation will facilitate wider participation while still ensuring authenticity and verification of the bidder's financial credentials.	As per RFP
8	PQ 3 - Net worth	i.Certificate from the Statutory Auditor clearly specifying the net worth of the firm as on 31 March 2025 as per T-8	Request to rewrite the clause as below: i.Certificate from the Statutory Auditor / Chartered Accountant (CA) clearly specifying the net worth of the firm as on 31 March 2025 as per T-8	Request you to kindly allow submission of turnover certificate certified by either the Statutory Auditor or a Chartered Accountant (CA) in Form T-8. This relaxation will facilitate wider participation while still ensuring authenticity and verification of the bidder's financial credentials.	As per RFP
9	PQ 2	Minimum Average Annual Turnover of Rs 100 Crore	We request the Authority to reduce the turnover threshold and allow evaluation based on project-specific technical experience as reured in privous IHMCL Tender	Promotes competitive bidding and aligns with GFR guidelines on participation.	As per RFP
10	4. ELIGIBILITY AND PRE-QUALIFICATION CRITERIA 4.1. Pre-Qualification Criteria PQ 2 - Annual Turnover	i.Certificate from the Statutory Auditor clearly specifying the annual turnover for the specified years in T-8,	We request to allow the turnover certificate from any practicing Chartered Accountant (CA) instead of only the Statutory Auditor.		As per RFP
11	PQ 4-Relevant Experience on ICT	The Sole Bidder or any Member(s) of the Consortium should have been successfully Implemented / completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below: • At least one project with contract value minimum INR 80 Crore (excl taxes as applicable) Or, • At least 2 projects with contract value minimum INR 60 Crore (excl taxes as applicable) Or, • At least 3 projects with contract value minimum INR 40 Crore (excl taxes as applicable).	Kindly update the pre-qualification clause by accepting: - 1. At least one project with contract value minimum INR 65 (excl taxes as applicable) 1. At least two project with contract value minimum INR 45 (excl taxes as applicable) 1. At least Three project with contract value minimum INR 25 (excl taxes as applicable)	We request for amendment, not many tenders or projects are done in India More than 25 to 30 CR. This amendment will help Indian bidder to participate by showing at least 3 projects which itself is very demanding.	As per RFP

12	PQ 5 - Relevant Experience on ITS/ATMS Projects	<p>The Sole Bidder or any Member of the Consortium, in case of Consortium, should have successfully implemented and commissioned any of following projects:</p> <p>a) Minimum cumulative length of 200 Kms of ITS/ATMS implemented in Highways / Expressways</p> <p>OR,</p> <p>b) Implementation of IT equipment/systems on road/street level in at least one (01) project of minimum contract value of INR 25 Crore (excluding taxes as applicable) under any Smart City project, city surveillance/safe city project, or airport CCTV surveillance project, in India or abroad.</p>	<p>Kindly clarify as for the Pq5, the clause states the project for Minimum value of INR 25 CR, so the project should also be accepting 3 Projects for 25 CR as per the clause PQ 4.</p>	<p>Clause Pq-4 and Pq-5 both are contradicting, as value of project to be submitted for tender submission is different.</p>	As per RFP
13	PQ 4 - Relevant Experience on ICT	<p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below:</p> <ul style="list-style-type: none"> • At least one project with contract value minimum INR 80 Crore (excl taxes as applicable) Or, • At least 2 projects with contract value minimum INR 60 Crore (excl taxes as applicable) Or, • At least 3 projects with contract value minimum INR 40 Crore (excl taxes as applicable) The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress. 	<p>The stipulated project value and count criteria are restrictive for bidders like us. Metro Infrasy Private Limited has over 25 years of experience in executing complex systems and possesses the required capability and resources. We request the Authority to either remove the project count restriction or revise the criteria to allow projects of INR 50 Crore without linking them to the number of projects.</p>		As per RFP
14	Eligibility and Pre-Qualification Criteria — PQ-5 (Relevant Experience on ITS/ATMS Projects)	<p>The Sole Bidder or any Member of the Consortium, in case of Consortium, should have successfully implemented and commissioned any of following projects:</p> <p>a) Minimum cumulative length of 200 Kms of ITS/ATMS implemented in Highways / Expressways OR,</p> <p>b) Implementation of IT equipment/systems on road/street level in at least one (01) project, of minimum contract value of INR 25 Crore (excluding taxes as applicable) under any Smart City project, city surveillance/safe city project, or airport CCTV surveillance project, in India or abroad, awarded by Central/State Government departments/entities including PSUs/Autonomous Bodies within last seven 7 years prior as on the Bid due date.</p> <p>Note: The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress. For the purpose of evaluation, a project shall qualify as an ITS/ATMS/Smart City Project/Safe city project, or Airport CCTV surveillance project only if it includes a dedicated Command and Control Centre equipped with centralized integrated software application, video wall, along with ANY TWO of the following components:</p> <ol style="list-style-type: none"> i. Traffic monitoring or surveillance CCTV camera systems ii. Automated video-based incident detection and enforcement solutions iii. Vehicle speed violation detection solutions (e.g., radar, ANPR, or equivalent technologies) iv. Advanced video analytics solution for traffic operations 	<p>Request you to please amend the clause as:</p> <p>The Sole Bidder or any Member of the Consortium, in case of Consortium, should have successfully implemented and commissioned any of following projects:</p> <p>a) Minimum cumulative length of 200 Kms of ITS/ATMS implemented in Highways / Expressways</p> <p>OR,</p> <p>b) Implementation of IT equipment/ systems on road/street level in at least one (01) project, of minimum contract value of INR 25 Crore (excluding taxes as applicable) under any Smart City project, city surveillance/safe city project, or airport CCTV surveillance project, in India or abroad, awarded by Central/State Government departments/ entities including PSUs/Autonomous Bodies within last seven 7 years prior as on the Bid due date.</p> <p>Note: The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress. For the purpose of evaluation, a project shall qualify as an ITS/ATMS/Smart City Project/Safe city project, or Airport CCTV surveillance project only if it includes a dedicated Command and Control Centre equipped with centralized</p>	<p>A video wall forms part of the standard infrastructure of any modern Command and Control Centre and is not, by itself, a determinant of the project's technical capability. Mandating it as a separate qualifying element does not add to the assessment of the bidder's competence and may unduly restrict otherwise qualified and experienced bidders from participating. Removing this specific requirement, while retaining the existing functional components, would broaden competition without diluting the technical intent of the qualification.</p>	As per RFP
15	PQ 4 - Relevant Experience on ICT	<p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance ----- The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress.</p>	<p>Request you to please amend as:</p> <p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below:</p> <ul style="list-style-type: none"> • At least one project with contract value minimum INR 60 Crore (excl taxes as applicable) Or, • At least 2 projects with contract value minimum INR 40 Crore (excl taxes as applicable) Or, • At least 3 projects with contract value minimum INR 20 Crore (excl taxes as applicable) <p>The project(s) should be either completed, or ongoing with the Operations & Maintenance</p>		As per RFP

16	ELIGIBILITY AND PRE-QUALIFICATION CRITERIA- (PQ 5 -Relevant Experience on ITS/ATMS Projects	<p>The Sole Bidder or any Member of the Consortium, in case of Consortium, should have successfully implemented and commissioned any of following projects:</p> <p>a) Minimum cumulative length of 200 Kms of ITS/ATMS implemented in Highways / Expressways</p> <p>OR,</p> <p>b) Implementation of IT equipment/ systems on road/street level in at least one (01) project, of minimum contract value of INR 25 Crore (excluding taxes as applicable)</p> <p>under any Smart City project, city surveillance/safe city project, or airport CCTV surveillance project, in India or abroad, awarded by Central/State Government departments/entities including PSUs/Autonomous Bodies within last seven 7 years prior as on the Bid due date.</p> <p>Note: The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress. For the purpose of evaluation, a project shall qualify as an ITS/ATMS/Smart City Project/Safe city project, or Airport CCTV surveillance project only if it includes a dedicated Command and Control Centre equipped with centralized integrated software application, video wall, along with ANY TWO of the following components:</p> <p>i. Traffic monitoring or surveillance CCTV camera systems</p> <p>ii. Automated video-based incident detection and enforcement solutions</p> <p>iii. Vehicle speed violation detection solutions (e.g. radar</p>	<p>Request you to please amend the clause as:</p> <p>The Sole Bidder or any Member of the Consortium, in case of Consortium, should have successfully implemented and commissioned any of following projects:</p> <p>a) Minimum cumulative length of 200 Kms of ITS/ATMS implemented in Highways / Expressways</p> <p>OR,</p> <p>b) Implementation of IT equipment/ systems on road/street level in at least one (01) project, of minimum contract value of INR 25 Crore (excluding taxes as applicable) under any Smart City project, city surveillance/safe city project, or airport CCTV surveillance project, in India or abroad, awarded by Central/State Government departments/ entities including PSUs/Autonomous Bodies within last seven 7 years prior as on the Bid due date.</p> <p>Note: The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress. For the purpose of evaluation, a project shall qualify as an ITS/ATMS/Smart City Project/Safe city project, or Airport CCTV surveillance project only if it includes a dedicated Command and Control Centre</p>	<p>A video wall is not an essential standalone component for defining the functionality of a Command and Control Centre, as it is typically considered a part of the overall infrastructure of the centre, which is already covered in the clause. Mandating it as a separate requirement may unnecessarily restrict participation. Hence, we request that the clause be suitably amended to provide broader eligibility while maintaining the intended technical scope.</p>	As per RFP
17	PQ 4 -Relevant Experience on ICT	<p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below: • At least one project with contract value minimum INR 80 Crore (excl taxes as applicable)Or, • At least 2 projects with contract value minimum INR 60 Crore (excl taxes as applicable)Or, • At least 3 projects with contract value minimum INR 40 Crore (excl taxes as applicable)The project(s) should be either completed, or ongoing with the Operations & Maintenance(O&M) phase currently in progress.</p>	<p>We request the department to kindly amend this clause by lowering the minimum project value from INR 40-80 Cr to INR 15 Cr.</p> <p>This adjustment will allow a wider range of capable system integrators to participate, that makes greater competition and ensuring more cost-effective proposals for the department. Furthermore, we humbly request you to consider relaxations in prior experience and turnover criteria for Micro and Small Enterprises (MSEs), in accordance with Para 16 of the Public Procurement Policy for MSEs Order, 2012 and subsequent Ministry of MSME circulars.</p> <p>Kindly amend the clause for MSME bidders to promote government's vision of 'Ease of Doing Business' while ensuring quality delivery through technical competence. Clause would be as "At least 1 project with contract value minimum INR 15 Crore (excl taxes as applicable)</p> <p>The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress."</p>		As per RFP
18	PQ 4 - Relevant Experience on ICT	<p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below:</p> <p>• At least one project with contract value minimum INR 80 Crore (excl taxes as applicable)</p> <p>Or,</p> <p>• At least 2 projects with contract value minimum INR 60 Crore (excl taxes as applicable)</p> <p>Or,</p> <p>• At least 3 projects with contract value minimum INR 40 Crore (excl taxes as applicable)</p> <p>The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress.</p>	<p>With reference to the Project Experience criteria specified in the RFP, we respectfully submit that the current qualification requirement based on high individual contract values (₹80 Cr / ₹60 Cr / ₹40 Cr) may not be aligned with the practical execution structure of ITS projects.</p> <p>Further, this appears to be one of the first projects of its kind, comprising a combined scope of ATMS and ETC systems. The scope includes elements such as gantry infrastructure, ANPR cameras, LPU, and surveillance systems, which are typically part of ATMS, along with integration with acquiring banks for transaction processing, which falls under ETC.</p> <p>Accordingly, the project may be more appropriately classified as an integrated ITS (Intelligent Transportation System) project, combining functionalities of both ATMS and ETC domains.</p> <p>In the Intelligent Transportation Systems (ITS) domain, including ATMS, ETC, ANPR-based enforcement, and tolling solutions, projects are typically executed as part of Main Highway/Expressway projects/tenders in smaller value and small stretch length packages with individual work orders generally ranging</p>		As per RFP
19	PQ 4	Relevant Experience on ICT (₹80 Cr / ₹60 Cr / ₹40 Cr)	<p>The restriction to Government/PSU experience excludes highly qualified System Integrators. We request the inclusion of experience from private concessionaires and BOT operators, as the technical complexity is identical.</p>	Prevents artificial barriers and ensures a level playing field.	As per RFP

20	Clause 4.1, PQ 4 – Relevant Experience on ICT	<p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below:</p> <p>"i. At least one project with contract value minimum INR 80 Crore (excl taxes as applicable) Or,"</p> <p>"ii. At least 2 projects with contract value minimum INR 60 Crore (excl taxes as applicable) Or,"</p> <p>"iii. At least 3 projects with contract value minimum INR 40 Crore (excl taxes as applicable)</p> <p>The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress.</p>	<p>We understand that IT/ICT projects executed by the bidder for ULBs, Smart City SPVs, Municipal Corporations, Development Authorities, or similar government-controlled entities under Central/State Government shall be considered eligible under this criterion, subject to meeting the prescribed project value and O&M requirements. Kindly confirm.</p>	<p>Necessary for accurate commercial estimation without commercial liability.</p>	<p>As per RFP</p>
21	Clause 4.1, PQ 5 – Relevant Experience on ITS/ATMS Projects	<p>The Sole Bidder or any Member of the Consortium, in case of Consortium, should have successfully implemented and commissioned any of following projects:</p> <p>a) Minimum cumulative length of 200 Kms of ITS/ATMS implemented in Highways / Expressways OR,</p> <p>b) Implementation of IT equipment/systems on road/street level in at least one (01) project, of minimum contract value of INR 25 Crore (excluding taxes as applicable) under any Smart City project, city surveillance/safe city project, or airport CCTV surveillance project, in India or abroad, awarded by Central/State Government departments/entities including PSUs/Autonomous Bodies within last seven 7 years prior as on the Bid due date.</p> <p>Note: The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress.</p> <p>For the purpose of evaluation, a project shall qualify as an ITS/ATMS/Smart City Project/Safe city project, or Airport CCTV surveillance project only if it includes a dedicated Command and Control Center equipped with centralized integrated software application, video wall, along with ANY TWO of the following components:</p> <p>i. Traffic monitoring or surveillance CCTV camera systems ii. Automated video-based incident detection and enforcement</p>	<p>We understand that ITS/ATMS, Smart City, city surveillance/safe city, road/street-level IT equipment/system projects executed by the bidder for ULBs, Smart City SPVs, Municipal Corporations, Development Authorities, or similar government-controlled entities under Central/State Government shall be considered eligible under this criterion, subject to meeting the prescribed project value, scope, commissioning and O&M requirements. Kindly confirm.</p>	<p>Confirmation requested to avoid ambiguity in interpretation of "Central/State Government departments/entities including PSUs/Autonomous Bodies".</p>	<p>As per RFP</p>
22	PQ 4 - Relevant Experience on ICT	<p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below: *</p> <p>Atleast one project with contract value minimum INR 80 Crore (excl taxes as applicable) Or,</p> <p>• At least 2 projects with contract value minimum INR 60 Crore (excl taxes as applicable) Or,</p> <p>• At least 3 projects with contract value minimum INR 40 Crore (excl taxes as applicable)</p>	<p>Request for Rationalization of Eligibility Criteria: The current financial threshold (project value experience)</p> <p>a) all SIS / ICT , ITES companies who have executed private sector projects regardless of the order executed but rather a funnel to rule out genuine proven participants but are being restricted due to such tailored criteria. B) the values are significantly higher than the actual estimated tender cost an entry barrier.</p> <p>c) he capacity of execution cannot be decided if a SIS / IETS company has executed Private or non govt projects Furthermore, we request the inclusion of experience from Private company/ Operators, as the technical complexity of System Integration is identical, regardless of the client entity . Such restrictive practices and standards cannot be the basis of declaring and facilitating Govt executed projects while restricting and debaring the SIS who have done equal or more with projects yet declared ineligible</p> <p>d) IHMCL may review that in the last 7 years how many ATMS and related IT projects it has published beyond 50 CR value to justify such</p>	<p>To ensure a level playing field and maximize competitive participation than restricting the MSME S in particular</p> <p>Aligns eligibility with the actual scope of work (Hardware + Software).</p>	<p>As per RFP</p>
23	Eligibility	<p>Software QA Experience</p>	<p>Broadening Scope: Request that the 5-year experience requirement be broadened to include "System Integration and Hardware-Software Interface Maintenance."</p>		<p>As per RFP</p>
24	PQ 4 - Relevant Experience on ICT	<p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below:</p> <p>• At least one project with contract value minimum INR 80 Crore (excl taxes as applicable) Or,</p> <p>• At least 2 projects with contract value minimum INR 60 Crore (excl taxes as applicable) Or,</p> <p>• At least 3 projects with contract value minimum INR 40 Crore (excl taxes as applicable)</p> <p>The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress.</p>	<p>The Sole Bidder or any Member(s) of the Consortium should have been successfully implemented/ completed large scale IT/ICT project(s) related to end-to-end IT system Implementation and Operation & Maintenance in India or abroad during last seven years awarded by Central/State Government departments/entities including PSUs as on the Bid Due Date as below:</p> <p>• At least one project with contract value minimum INR 08 Crore (excl taxes as applicable) Or,</p> <p>• At least 2 projects with contract value minimum INR 06 Crore (excl taxes as applicable) Or,</p> <p>• At least 3 projects with contract value minimum INR 04 Crore (excl taxes as applicable)</p> <p>The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress.</p>		<p>As per RFP</p>

25		<p>The Sole Bidder or any Member of the Consortium, in case of Consortium, should have successfully implemented and commissioned any of following projects:</p> <p>a) Minimum cumulative length of 200 Kms of ITS/ATMS implemented in Highways/Expressways OR, b) Implementation of IT equipment/systems on road/street level in at least one (01) project, of minimum contract value of INR 25 Crore (excluding taxes as applicable) under any Smart City project, city surveillance/safe city project, or airport CCTV surveillance project, in India or abroad, awarded by Central/State Government departments/entities including PSUs/Autonomous Bodies within last seven 7 years prior as on the Bid due date.</p> <p>Note: The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress.</p> <p>For the purpose of evaluation, a project shall qualify as an ITS/ATMS/Smart City Project/Safe city project, or Airport CCTV surveillance project only if it includes a dedicated Command and Control Center equipped with centralized integrated software application, video wall, along with ANY TWO of the following components:</p> <p>i. Traffic monitoring or surveillance CCTV camera systems ii. Automated video-based incident detection and enforcement solutions iii. Vehicle speed violation detection solutions (e.g., radar, ANPR, or equivalent technologies)</p>	<p>The Sole Bidder or any Member of the Consortium, in case of Consortium, should have successfully implemented and commissioned any of following projects:</p> <p>a) Minimum cumulative length of 200 Kms of ITS/ATMS implemented in Highways/Expressways OR, b) Implementation of IT equipment/systems on road/street level in at least one (01) project, of minimum contract value of INR 05 Crore (excluding taxes as applicable) under any Smart City project, city surveillance/safe city project, or airport CCTV surveillance project, in India or abroad, awarded by Central/State Government departments/entities including PSUs/Autonomous Bodies within last seven 7 years prior as on the Bid due date.</p> <p>Note: The project(s) should be either completed, or ongoing with the Operations & Maintenance (O&M) phase currently in progress.</p> <p>For the purpose of evaluation, a project shall qualify as an ITS/ATMS/Smart City Project/Safe city project, or Airport CCTV surveillance project only if it includes a dedicated Command and Control Center equipped with centralized integrated software application, video wall, along with ANY TWO</p>		As per RFP
26	PQ – 6 Certification	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	For projects of this nature, CMMI Level 3 certification is generally considered sufficient and is held by most eligible System Integrators in the industry. We request the Authority to amend the requirement from CMMI Level 4 to CMMI Level 3.		Refer Corrigendum-1
27	ELIGIBILITY AND PRE-QUALIFICATION CRITERIA, Pre-Qualification Criteria (PQ – 6 Certification)	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date	Request you to please amend the clause as: The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 3 or higher certificate as on the Bid Due Date	The requirement of CMMI Level 4 certification is highly restrictive and may significantly limit participation from otherwise competent and experienced bidders. CMMI Level 3 certification already ensures well-defined, standardized, and mature organizational processes that are sufficient for successful execution of projects of this nature. Relaxing the criteria to CMMI Level 3 or higher would encourage wider participation, enhance competition, and still ensure that qualified and capable bidders with established quality processes are able to deliver the project effectively.	Refer Corrigendum-1
28	4.1. Pre-Qualification Criteria	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	Request to consider CMMI Level 3 or higher certificate as on the Bid Due Date.		Refer Corrigendum-1
29	PQ – 6 Certification	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	To ensure fair competition and to enable the Department to obtain the most competitive and cost-effective proposals, We would request to department kindly consider to amend the clause as per below request "The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 3 or higher certificate as on the Bid Due Date."		Refer Corrigendum-1
30	PQ – 6 Certification	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher Certificate as on the Bid Due Date.	With reference to the eligibility criteria specified under PQ-6 (Certification), which requires the Sole Bidder or any Consortium Member to possess a valid CMMI Level 4 or higher certification, we respectfully submit the following for your kind consideration: CMMI (Capability Maturity Model Integration) certification is a globally recognized standard for assessing process maturity in software development and system integration projects. While Level 4 represents a quantitatively managed process environment, it is important to note that CMMI Level 3 (Defined Level) already ensures a high degree of process standardization, documentation, and institutionalization across the organization. At CMMI Level 3: Processes are well-defined, standardized, and consistently implemented across projects. There is strong emphasis on quality assurance, risk management, and project governance. Organizations demonstrate the capability to deliver complex and large-scale ITS, ATMS, and TMS projects effectively.		Refer Corrigendum-1
31	PQ 6	CMMI Level 4 or higher certificate	The CMMI Level 4 requirement is specific to software development and disproportionate to an infrastructure-heavy System Integration project. We request broadening the criteria to include ISO 9001 and ISO/IEC 20000-1, as requested in previous tenders.	Prevents unfair advantage to a few bidders and broadens competition.	Refer Corrigendum-1

32	4.1. Pre-Qualification Criteria	PQ#6 Certifications The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	We request to revise the clause as below. The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 3 or higher certificate as on the Bid Due Date.		Refer Corrigendum-1
33	4	PQ – 6 Certification: The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	We respectfully request reconsideration of the requirement for CMMI Level 4 or higher certification. It is proposed that the eligibility criteria be revised to CMMI Level 3 or higher. The scope of work under this tender primarily pertains to system integration, infrastructure deployment, and implementation of Intelligent Transport Systems (ITS), which are largely project-oriented and engineering-driven. For such assignments, CMMI Level 3 certification adequately demonstrates the presence of defined and standardized processes, robust quality assurance practices, and consistent project delivery capabilities. The stipulation of CMMI Level 4 may inadvertently limit wider participation without delivering commensurate benefits to the overall project outcomes. Revising the requirement to CMMI Level 3 would encourage broader competition while still ensuring sufficient		Refer Corrigendum-1
34	PQ – 6 Certification	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	CMMI maturity levels 1, 3, 4, 5 at a glance are conclusive to understand that minimum level of process are relevant. However The current requirement for "CMMI Level 4 is specific to software development processes. This project is a 'System Integration' and 'Turnkey' infrastructure project involving hardware, civil works, and field-level operational maintenance. We request that the Authority broaden the certification criteria to include internationally recognized standards relevant to System Integration, Service Management, and Infrastructure, such as ISO 9001 (Quality Management) and ISO/IEC 20000-1 (IT Service Management), also as required in previous tender IHMCL may revisit if any tenders / RFPS has any reference of such CMMI levels for any criteria and also evidently shouldn't give a marketing advantage to a few . again a restrictive and prohibitive for few bidders.	CMMI Level 4 is disproportionate to the project scope and restricts competition to software-only firms, potentially excluding qualified System Integrators. IHMCL may consider a undertaking clause form the selected bidder to provide CMMI level 3 in 6 months of letter of award as it's a upgradation process and cannot be done overnite	Refer Corrigendum-1
35	4.1. Pre-Qualification Criteria, PQ – 6 Certification	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	CMMI L3 is the established credential for organizations working as system integrators in India. In the interest of wider participation, we request that the criteria be changed to CMMI L3. This will bring in healthy competition without diluting the quality of the work in any way.		Refer Corrigendum-1
36		The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 3 as on the Bid Due Date.		Refer Corrigendum-1
37	PQ – 6 Certification	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	Request to rewrite the clause as below: The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 3 or higher certificate as on the Bid Due Date.	Request you to kindly revise the eligibility criteria from "CMMI Level 4 or higher" to "CMMI Level 3 or higher." CMMI Level 3 certified organizations also follow well-defined and standardized processes and this change will encourage wider industry participation while maintaining quality standards for project execution.	Refer Corrigendum-1
38	PQ 6	CMMI Level 4 or higher certificate	The CMMI Level 4 requirement is specific to software development and disproportionate to an infrastructure-heavy System Integration project. We request broadening the criteria to include ISO 9001 and ISO/IEC 20000-1.	Prevents unfair advantage to a few bidders .	As per RFP
39	4. ELIGIBILITY AND PRE-QUALIFICATION CRITERIA 4.1. Pre-Qualification Criteria PQ – 6 Certification	The Sole Bidder or, any member of the Consortium, in the case of a Consortium, shall have a valid CMMI Level 4 or higher certificate as on the Bid Due Date.	Since the scope of work does not involve application/software development, the requirement of CMMI certification may kindly be removed. We request to allow submission of equivalent industry-standard certifications relevant to IT infrastructure and security services, such as: ISO 9001:2015 ISO 14001:2015 ISO/IEC 20000-1:2018 ISO 45001:2018 ISO 27001:2022		As per RFP

40	Clause 4.2(e) – Eligible Original Equipment Manufacturer (OEM) Criteria	OEM for each product or technology quoted should be in the business of that product or solution or technology for at least 3 years as on the date of release of the RFP.	<p>We request the Authority to kindly amend the OEM experience requirement from 3 years to 1 year for the quoted product/technology. The VMECS ecosystem is rapidly evolving with continuous innovation in ANPR, AI-based analytics, RFID, edge computing, enforcement automation and video analytics. Several new-age OEMs with advanced, compliant and field-proven technologies may not meet the 3-year criterion despite having proven deployment capability.</p> <p>Relaxation will encourage wider participation, foster innovation, enhance competition and provide the Authority with better technological options and cost efficiency.</p> <p>Kindly amend the clause as: "OEM for each product or technology quoted should be in the business of that product or solution or technology for at least 1 year as on the date of</p>	Requested to enable participation of proven new-age OEMs while maintaining bidder responsibility for project performance, warranty, SLA and O&M obligations.	As per RFP
41	Form T-7 – Undertaking for OEM	That the OEM(s) is having direct presence in India since last three years as on Bid due date and own service and support offices to ensure smooth after sales service support on site.	<p>We request the Authority to kindly amend the requirement of OEM's direct presence in India from last three years to at least one year as on Bid Due Date. Many globally proven OEMs in VMECS, ANPR, RFID, AI analytics, enforcement automation and edge technology may have entered India recently through direct offices, authorised support arrangements or Indian service partners, while still having adequate capability for project execution and after-sales support. The bidder shall remain fully responsible for SLA, warranty, O&M and onsite support obligations.</p> <p>Kindly amend the undertaking as: "That the OEM(s) is having direct presence in India since at least one year as on Bid Due Date and own service and support offices / authorised service and support arrangement in India to ensure smooth after sales service support on site."</p>	Requested to align OEM participation with evolving VMECS technology ecosystem while retaining full bidder accountability for support and SLA compliance.	As per RFP
42	Schedule-C – RFID Reader / RFID Antenna	Preferred OEMs listed; alternative OEM allowed if product has been deployed in VMECS/MLFF system and operational for minimum one year.	Kindly confirm that the listed OEM names are only preferred and not mandatory, and any technically compliant OEM meeting the one-year deployment condition shall be accepted.	Required to ensure fair and wider OEM participation.	As per RFP
43	Make in India	Rule 144(xi)	<p>Preference: equipments specified are global which are not even proven for Indian conditions. Besides discouraging Indian brands</p> <p>Clarify the applicable "Make in India" local content percentage and purchase preference for this tender to ensure competitive pricing.</p>	This prevents the evaluation committee from unfairly favoring the "Preferred" brands if you intend to propose a high-quality alternative that meets the "1-year experience" clause.	As per RFP
44	Disclaimer	IHMCL may in its absolute discretion, but without being under any obligation to do so, update, amend, or supplement the information, assessment or assumptions contained in this RFP document.	Request for Amendment of the Tender submission date to 4 weeks after the final Corrigendum for this Tender	Extension	As per RFP
45	2. KEY DATES	Last date/ time for online submission of bids (i.e., Bid due date) 15/05/2026 Upto 05:00 PM IST	Request to extend the bid due date for 3-4 weeks from the date of submission i.e. 15/05/2026		As per RFP
46	Key date	Last date/ time for online submission of bids (i.e., Bid due date)	Request extension of the online submission of bids by 1 month, i.e., up to 15-06-2026	Additional time will help us for detailed review and internal alignment	As per RFP
47	Key date, Validity of Bids	Validity of Bids -120Days	Request revision of bid validity from 120 days to 180 days	This will accommodate evaluation timelines and avoid repeated extension	As per RFP
48	1.1.3- EMD	INR01Crore	The Earnest Money Deposit (EMD) amount appears to be on the higher side. We request the Authority to consider revising it to INR 50 Lakhs.		As per RFP
49	Clause 3.2.1 – Bid Security	The bidder shall furnish Bid Security amounting to Rs. 1,00,00,000/- in the form of Bank Guarantee in favour of Indian Highways Management Company Limited, New Delhi.	We understand that submission of e-PBG / electronic Bank Guarantee shall also be accepted towards Bid Security/EMD, since e-BG is digitally issued, bank-verifiable, reduces physical handling risk, avoids courier/submission delays, enables faster verification by the Authority, and is aligned with secure digital procurement practices on e-tendering platforms. Kindly confirm acceptance of e-PBG/e-BG for Bid Security submission.	Confirmation requested to ensure timely arrangement of Bid Security through digital banking mode.	As per RFP
50	Clause 3.2.1 – Bid Security / Form T-11	Bid Security is to be submitted in favour of Indian Highways Management Company Limited, New Delhi.	For issuance of BG/e-PBG against Bid Security/EMD, kindly confirm whether the following IFMS/bank details shall be considered: 1. Name of Beneficiary: Indian Highways Management Company Limited; 2. Name of Bank: Canara Bank; 3. Account No.: 8598201005819; 4. IFSC: CNRB0008598.	Confirmation required from the Authority/bank to avoid any mismatch in BG/e-PBG beneficiary and IFMS details.	As per RFP

51	3.2. BID SECURITY	3.2.1. The bidder shall furnish as part of its Bid, a Bid Security amounting to Rs 1,00,00,000/- (Rs One Crore). The Bid Security shall be in the form of Bank Guarantee (in format mentioned in this RFP) in favour of Indian Highways Management Company Limited, New Delhi from any of the following banks	<p>Requesting to amend this clause as :</p> <p>3.2.1. The bidder shall furnish as part of its Bid, a Bid Security amounting to Rs 1,00,00,000/- (Rs One Crore). The Bid Security shall be in the form of Bank Guarantee/Insurance Surety Bond (in format mentioned in this RFP) in favour of Indian Highways Management Company Limited, New Delhi from any of the following banks</p> <p>The inclusion of an Insurance Surety Bond as alternatives to an Bank Guarantee is intended to enhance bidder participation by reducing financial burden and improving liquidity. These options provide equivalent financial security to the procuring entity while aligning with current procurement practices, without compromising the integrity of the tender process.</p> <p>Further, as per the amendment to GFR 2017 dated 02-02-2022 (Rule 170 of GFR 2017), bid security may also be furnished in the form of Insurance Surety Bonds.</p>		As per RFP
52	Performance Bank Guarantee (PBG)	Performance Bank Guarantee (PBG) shall be for an amount of 5% of its Total Cost quoted.	We request the Authority to consider reducing the Performance Bank Guarantee (PBG) from 5% to 3% of the total quoted cost.		As per RFP
53	PERFORMANCE SECURITY 6.10.1	Upon issue of a Letter of Award (LoA) by IHMCL, the Successful Bidder shall be required to furnish an unconditional and irrevocable Performance Security in the form of a Performance Bank Guarantee (PBG) in the prescribed format within a period of 15 Days. The PBG shall be for an amount of 5% of its Total Cost quoted in the financial bid and should be in favour of "Indian Highways Management Company Limited", New Delhi. The Performance Security shall be valid for period of Six (6) years. In case the contract is extended, the Contractor shall extend the validity of PBG appropriately such that it remains valid until one year beyond completion of the contract	We request authority to kindly give relaxation in the Performance Security. We proposed for the performance security of amount equal to 3% of the total contract value.		As per RFP
54	1.2.37(f)	Nothing herein shall restrict the right of the IHMCL to invoke the Bank Guarantee and other Guarantees furnished hereunder and pursue such other rights and/or remedies that may be available to the IHMCL under this Agreement and/or the Applicable Law.	<p>Query:</p> <p>It is understood that Performance Security is intended to safeguard the Authority against bidder default.</p> <p>Request:</p> <p>It is requested to kindly clarify that in case of termination for convenience by the Authority (non-default scenario), the Performance Security shall be released and not invoked.</p> <p>2. Payment for Partially Completed Work Clause Reference: 1.2.38</p> <p>Query:</p> <p>As project execution involves phased deployment, certain works may be at advanced stages but not yet commissioned at the time of termination.</p> <p>Request:</p> <p>It is requested to kindly allow pro-rata payment for partially completed works, subject to verification by the Authority</p>		As per RFP
55	6.10 PERFORMANCE SECURITY	6.10.1 Upon issue of a Letter of Award (LoA) by IHMCL, the Successful Bidder shall be required to furnish an unconditional and irrevocable Performance Security in the form of a Performance Bank Guarantee (PBG) in the prescribed format within a period of 15 days. The PBG shall be for an amount of 5% of its Total Cost quoted in the financial bid	<p>We request the Authority to reduce the Performance Bank Guarantee (PBG) requirement from 5% to 3% of the Total Contract Value. This aligns with recent directives from the Ministry of Finance regarding the easing of working capital requirements for infrastructure projects and promotes wider participation by reducing the financial burden on bidders. And also same required in previous tender of IHMCL</p> <p>Further as per MORTH guidelines security Bonds are now directed for all tenders hence the same be adapted.</p>		As per RFP
56	6.10.1	PERFORMANCE SECURITY Upon issue of a Letter of Award (LoA) by IHMCL, the Successful Bidder shall be required to furnish an unconditional and irrevocable Performance Security in the form of a Performance Bank Guarantee (PBG) in the prescribed format within a period of 15 days. The PBG shall be for an amount of 5% of its Total Cost quoted in the financial bid and should be in favour of "Indian Highways Management Company Limited", New Delhi. The Performance Security shall be valid for period of Six (6) years.	<p>PERFORMANCE SECURITY</p> <p>Upon issue of a Letter of Award (LoA) by IHMCL, the Successful Bidder shall be required to furnish an unconditional and irrevocable Performance Security in the form of a Performance Bank Guarantee (PBG) in the prescribed format within a period of 15 days. The PBG shall be for an amount of 5% of its Total Cost quoted in the financial bid and should be in favour of "Indian Highways Management Company Limited", New Delhi. The Performance Security shall be valid for One (01) year.</p> <p>the Successful Bidder shall be required to furnish an unconditional and irrevocable Performance Security in the form of a Performance Bank Guarantee (PBG) in the prescribed format within a period of 15 days. The PBG shall be for an amount of 5% of its Total OPEX Cost quoted in the financial bid and should be in favour of "Indian Highways Management Company Limited", New Delhi. The Performance Security shall be valid for</p>		As per RFP
57	06:10:01	Performance Bank Guarantee (PBG) of 5%	We request the Authority to reduce the Performance Bank Guarantee requirement from 5% to 3% of the Total Contract Value.	Aligns with directives from the Ministry of Finance regarding easing working capital requirements for infrastructure projects.	As per RFP

58	1.2.22. Payment Terms	During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Centre and such Gantry being installed, commissioned, and made live with integration to the Control Centre.	Kindly provide the 60% of the BOQ cost of the control center and 60% of BOQ cost for each gantry, the rest of 40% of the value quoted will be released quarterly during the O&M Period.		As per RFP
59	1.2.22 Payment Terms, (b)	b) During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Centre and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or non-operational works.	<p>We respectfully request the Authority to consider revising the payment schedule to better align cash flow with project activities and industry norms:</p> <ul style="list-style-type: none"> - 20% of CAPEX as advance for mobilization, to be recovered proportionally from the payments made at the delivery, Go-Live, and DLP stages. - 30% of CAPEX on delivery of equipment at site. - 40% of CAPEX on completion of installation, testing, commissioning, and Go-Live. - 30% of CAPEX on completion of the Defects Liability Period (DLP). <p>We believe that this approach will ensure timely mobilization of resources, smooth cash flow, and efficient project execution, while still protecting the interests of all stakeholders.</p>		As per RFP
60	1.2.22. Payment Terms	<p>a) The Contract Price shall comprise (i) Capital Expenditure (Capex) for construction of VMECS Gantries and Control Centre, and (ii) Operation and Maintenance (O&M) Cost for a period of sixty (60) months.</p> <p>b) During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Centre and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or nonoperational works.</p> <p>c) The balance payments shall be released quarterly during the O&M Period and shall include (i) remaining 50% of the BOQ cost of the Control Centre, (ii) remaining 50% of the BOQ cost of Gantries, and (iii) O&M Cost quoted by the bidder.</p>	<p>We request you to please amend the payment terms clause as below: -</p> <ul style="list-style-type: none"> i. 70% of Capex Payment on Supply of Hardware and Software on pro-rata basis ii. 20% of Capex Payment on Implementation & Commissioning on pro-rata basis iii. 10% of Capex on Final Handover & Go live iv. Opex payment in equal quarterly arrears 		As per RFP
61	Clause 1.2.22 — Payment Terms	(b) During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Centre and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or non-operational works. (c) The balance payments shall be released quarterly during the O&M Period and shall include (i) remaining 50% of the BOQ cost of the Control Centre, (ii) remaining 50% of the BOQ cost of Gantries, and (iii) O&M Cost quoted by the bidder.	We request IHMCL to revise the Payment Terms to a milestone-based structure as follows: 70% of the total BoQ cost to be released upon successful supply and acceptance of materials at site; 20% of the total BoQ cost to be released upon successful commissioning of the Command Centre and Gantry locations / completion of Site Acceptance Testing (SAT); and the remaining 10% to be released in equal quarterly instalments during the O&M Period along with the quarterly O&M charges.	The existing payment structure defers nearly half of the capital expenditure into the 60-month O&M period, placing a substantial working capital and financing burden on the System Integrator throughout the contract term. This burden is ultimately reflected in higher bid prices for IHMCL. A milestone-based payment structure as proposed would ensure equitable cash flow during execution, lower the bid prices received by IHMCL, and align with prevailing payment practices in similar Government infrastructure contracts.	As per RFP
62	1.2.22. Payment Terms	b) During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Centre and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or non-operational works. c) The balance payments shall be released quarterly during the O&M Period and shall include (i) remaining 50% of the BOQ cost of the Control Centre, (ii) remaining 50% of the BOQ cost of Gantries, and (iii) O&M Cost quoted by the bidder.	<p>Request you to please amend the clause as:</p> <ul style="list-style-type: none"> 70% of complete BOQ Cost to be paid at the time of successful material delivery and acceptance by the customer. 20% of the complete BOQ Cost to be paid at the time of successful implementation of Command Centre and Gantry locations or after successful SAT. The balance payments of 10% shall be released quarterly during the O&M Period. 	The current payment terms defer a substantial portion of the project cost until full commissioning and further into the O&M phase, which places a significant financial burden on the bidder during the execution stage. So would request you to kindly amend the clause as stated.	As per RFP
63	1.2.22 (b)	"During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning..."	We request authority to kindly consider the relaxation in the payment terms to ease cash-flow burden on the SI. We proposed authority to consider revising the Capex payment to 80% (in pro rata basis/gantry wise) upon Go-Live and 20% distributed evenly over the 5-year O&M period.		As per RFP
64	Clause 1.2.22 – Payment Terms	During construction period, payment limited to 50% of BOQ cost of Control Centre and 50% of BOQ cost of each Gantry, subject to commissioning and Go-Live.	Kindly clarify when the balance 50% CAPEX payment for Control Centre and each Gantry shall be released.	Required for cash-flow planning.	As per RFP
65	Clause 1.2.22 – Payment Terms	Payment during construction period is linked to gantry being installed, commissioned and made live with integration to Control Centre.	Kindly confirm whether gantry-wise/location-wise SAT and Go-Live shall be allowed, and corresponding CAPEX payment may be released for each commissioned gantry/location.	Required due to short implementation timeline and multi-location deployment.	As per RFP

66	1.2.22. Payment Terms	<p>1.2.22. Payment Terms</p> <p>a) The Contract Price shall comprise (i) Capital Expenditure (Capex) for construction of VMECS Gantries and Control Centre, and (ii) Operation and Maintenance (O&M) Cost for a period of sixty (60) months.</p> <p>b) During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or nonoperational works.</p> <p>c) The balance payments shall be released quarterly during the O&M Period and shall include (i) remaining 50% of the BOQ cost of the Control Centre, (ii) remaining 50% of the BOQ cost of Gantries, and (iii) O&M Cost quoted by the bidder.</p>	<p>Requesting to amend this clause as :</p> <p>1.2.22. Payment Terms</p> <p>a) The Contract Price shall comprise (i) Capital Expenditure (Capex) for construction of VMECS Gantries and Control Centre, and (ii) Operation and Maintenance (O&M) Cost for a period of sixty (60) months.</p> <p>b) During the Construction Period, payment shall be limited to (i) 80% of the BOQ cost of the Control Centre, and (ii) 80% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or nonoperational works.</p> <p>c) The balance payments shall be released quarterly during the O&M Period and shall include (i) remaining 20% of the BOQ cost of the Control Centre, (ii) remaining 20% of the BOQ cost of Gantries, and (iii) O&M Cost quoted by</p>		As per RFP
67	1.2.22 Payment Terms	<p>During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or non operational works.</p>	<p>Request you to kindly change the payment terms as During the Construction Period, payment shall be limited to (i) 80% of the BOQ cost of the Control Centre, and (ii) 80% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or non operational works</p>	Required to ensure adequate cash flow for smooth execution, procurement, and resource mobilization	As per RFP
68		<p>a) The Contract Price shall comprise (i) Capital Expenditure (Capex) for construction of VMECS Gantries and Control Centre, and (ii) Operation and Maintenance (O&M) Cost for a period of sixty (60) months.</p> <p>b) During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or non operational works.</p>	<p>We request to revise the clause to release the payments as below.</p> <p>i. 60% of the BOQ Cost of Control Centre and 60% of BOQ cost of each Gantry [CAPEX part] should be released on the supply of material and equipment on pro-rata basis.</p> <p>ii. 20% of BOQ cost of Control Centre and 20% of BOQ cost of each Gantry [CAPEX Part] should be released on the completion of installation, testing and commissioning on pro-rata basis.</p> <p>iii. Remaining 20% of BOQ cost of Control Centre and 20% of BOQ cost of each Gantry should be released on the Go-live of the Project.</p> <p>iv. O&M Cost shall be released quarterly.</p>		As per RFP
69	6.3.2 PART 2 Financial Bid	<p>The bid should include all statutory taxes/ levies / surcharge on tax etc. but excluding service tax/ GST (as applicable on services). Any tax, and / or any other levies, if altered in future and payable under the law, the same shall be borne by the bidder.</p>	<p>We request to revise the clause as below, as taxes/other levies are not in control of the bidder.</p> <p>The bid should include all statutory taxes/ levies / surcharge on tax etc. but excluding service tax/ GST (as applicable on services). Any tax, and / or any other levies, if altered in future and payable under the law, the same shall be borne by the bidder.</p>		As per RFP
70	1.2.21. Payments	<p>Under no circumstances shall the rates quoted by the Bidder be revised upwards, even if there is an increase in any tax, statutory, or financial liability of the Bidder that was not in existence or prevalent at the time of bid submission</p>	<p>We request to remove this clause as there is no control of bidder on the taxation policies and any future changes by the government.</p>		As per RFP
71	Financial	<p>Integration</p>	<p>Transaction Costs: Clarify if NPCI/Bank/API transaction fees are "Pass-Through" (reimbursable) or bidder-absorbed. If bidder-absorbed, please provide traffic volume (PCU) projections.</p>	<p>lease clarify if the transaction-based charges (e.g., NPCI settlement fees, bank MDR, API call charges for VAHAN/SAARTHI) are to be considered "Pass-Through" costs reimbursable by the Authority at actuals, or if they are to be borne by the Bidder. If they are to be borne by the Bidder, please provide the projected traffic volume (PCU/Transaction count) per annum for the 5-year O&M period to enable accurate commercial estimation</p>	As per RFP
72	1.2.22.	<p>Payment Terms</p> <p>During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre.</p> <p>The balance payments shall be released quarterly during the O&M Period and shall include (i) remaining 50% of the BOQ cost of the Control Centre, (ii) remaining 50% of the BOQ cost of Gantries, and (iii) O&M Cost quoted by the bidder.</p>	<p>During the Construction Period, payment shall be limited to (i) 90% of the BOQ cost of the Control Centre, and (ii) 90% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre.</p> <p>The balance payments shall be released quarterly during the O&M Period and shall include (i) remaining 10% of the BOQ cost of the Control Centre, (ii) remaining 10% of the BOQ cost of Gantries, and (iii) O&M Cost quoted by the bidder</p>		As per RFP

73	1.2.22. Payment Terms (b)	During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre.	Considering that i) heavy investments required to operationalize the project and ii) RFP's mandate to release CAPEX only upon completion of control room and Gantry i.e. after meeting the Go Live criteria, we suggest that 100% CAPEX be released upon commissioning of Control room and gantries.		As per RFP
74	1.2.22. Payment Terms (b)	During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre.	Considering the heavy investment required in the project and the simultaneous need to manage the cashflows, we suggest that 20% of CAPEX be provided to successful bidder as Advance against BG. This will enable investment and cashflow management by the bidder and also securitize the disbursement from the authority.		As per RFP
75	Financial	Integration / Transaction costs	Clarify whether NPCI/Bank/API transaction charges are pass-through costs reimbursable by the Authority at actuals or if they are to be borne by the bidder.	Necessary for accurate commercial estimation without commercial liability.	As per RFP
76	Payment Terms	No clarity on advance payments	We request consideration of a mobilization advance or milestone-based payments for civil and hardware procurement.	Helps manage initial project costs and supports wider participation of bidders.	As per RFP
77	1.2.22. Payment Terms	a) The Contract Price shall comprise (i) Capital Expenditure (Capex) for construction of VMECS Gantries and Control Centre, and (ii) Operation and Maintenance (O&M) Cost for a period of sixty (60) months. b) During the Construction Period, payment shall be limited to (i) 50% of the BOQ cost of the Control Centre, and (ii) 50% of the BOQ cost of each Gantry, subject to commissioning of Control Center and such Gantry being installed, commissioned, and made live with integration to the Control Centre. Payment during the Construction Period shall be released only upon certification that the respective Gantry is fully operational and meeting the functional requirements specified in the Contract. No payment shall be made for incomplete or nonoperational works. c) The balance payments shall be released quarterly during the O&M Period and shall include (i) remaining 50% of the BOQ cost of the Control Centre, (ii) remaining 50% of the BOQ cost of Gantries, and (iii) O&M Cost quoted by the bidder.	We request to revise the payment terms and release 80% of CAPEX upon successful Go-Live / SAT completion and the balance 20% during the O&M phase on a proportionate basis.		As per RFP
78	1. INTRODUCTION	The Project shall include implementation of a comprehensive VMECS solution and its Operation & Maintenance of Vehicle Monitoring, Enforcement and Collection System for National Capital Region. The construction period of the Project is 3 months and O&M Period of 5 years.	Kindly provide at least 6 months of construction and implementation period.		As per RFP
79	NOTICE INVITING RFP, Clause (ii) & Clause (v)	ii. The Project shall be complete turnkey solution with provision of skilled resources at all locations for operation and maintenance. The period of engagement shall be five years of O&M period and 03 months of project implementation and trial run period. v. The Indian Highways Management Company Limited now invites bids from eligible System Integrators for the following project: ... EMD Implementation Period: 03 Months (Design, Development and Implementation period) and 60 Months as O&M period (After successful completion & commissioning of the project).	we respectfully request the Authority to kindly consider revising the implementation and trial run period from 3 months to 6 months. This request is based on established industry norms and practical considerations, including: - The lead time required for procurement of specialized equipment, which can often extend to 8-12 weeks. - The approval process for Site Acceptance Testing (SAT), which frequently involves coordination among multiple stakeholders. - The substantial scale of installation and integration activities involved in the project. We believe that extending the period to 6 months will facilitate smoother project execution and support successful and compliant delivery. We kindly request that the RFP clause be amended accordingly to reflect this change.		As per RFP
80	f) Timelines	2. "Go-Live" of Vehicle Monitoring, Enforcement and Collection System, subject to successful completion of SAT	We request you to please amend the payment terms clause as below:- 1. Material Supply - T0+4 Months 2. Installation & Commissioning - T0+ 6 Months 3. Go-Live - T0+8 Months		As per RFP
81	Schedule-B Section 7 SL.1 (Implementation Phase SLA) and SL.3 (Equipment Availability)	SL.1: 'Supply, Installation, Testing and Commissioning (Go-Live) — 03 months from the date of signing of the Contract Agreement. Penalty: 0.20% of the Contract Value Per Day; Delay beyond 50 days shall be considered as Material Breach of Contract.' SL.3: 'Beyond 216 minutes [downtime], a penalty of Rs 1,00,000 per hour shall be applicable for each gantry VMECS and Central Control Centre.'	Considering the scale and complexity of the assignment involving design, supply, civil foundation, structural fabrication and erection, equipment installation, multi-location coordination across the Delhi-NCR region, integration with VAHAN and NETC ecosystems, and Site Acceptance Testing across 35 gantry locations, the Construction Period of 3 months is insufficient for end-to-end implementation. Request IHMCL to extend the Construction Period from 3 months to 6 months to enable proper execution and quality delivery in line with the project requirements	CRITICAL — Construction timeline & disproportionate penalty quantum directly affect deliverability and bid risk loading. Force Majeure exclusions must be explicit.	As per RFP
82	Introduction, Clause 1.1.2.	The Project shall include implementation of a comprehensive VMECS solution and its Operation & Maintenance of Vehicle Monitoring, Enforcement and Collection System for National Capital Region. The construction period of the Project is 3 months and O&M Period of 5 years.	Considering the scale and significance of this prestigious project, the stipulated implementation timeline of 3 months appears to be quite stringent. We kindly request that the implementation period be extended from 3 months to 6 months to ensure effective execution and quality delivery.	Given the complexity and extensive scope of the project, the current implementation timeline of 3 months is highly restrictive. Extending the duration to 6 months would enable the System Integrator (SI) to plan and execute the project more efficiently while maintaining the desired quality standards.	As per RFP
83	1.1.3. INTRODUCTION	03 Months (Design, Development and Implementation period) and 60 Months as O&M period (After successful completion & commissioning of the Vehicle Monitoring, Enforcement and Collection System(VMECS))	Request to consider 06 to 08 Months for Design, Development and Implementation period	03 Months for Design, Development and Implementation period is very short to implement 35 locations.	As per RFP

84	Time Schedule 1.2.16. f) Timelines	"Go-Live" of Vehicle Monitoring, Enforcement and Collection System, subject to successful completion of SAT" 3 Months	The proposed timeline of 03 months from the date of signing of the Contract Agreement is not appropriate for the successful implementation of the project. The scope of work includes gantry civil foundation work, gantry fabrication, obtaining electrical connection from electricity board, installation and configuration of hardware, which require adequate time for proper execution, curing of civil works, fabrication, availability of cameras etc. Considering these activities, it is requested that the implementation timeline be extended to 8 month of duration to ensure quality work and successful commissioning of the system.		As per RFP
85	Timelines	"Go-Live" within 3 months	Request for Extension of Go-Live to 9 Months: A 3-month timeline does not account for site challenges like weather constraints (monsoons), 89 electricity connections, and third-party API dependencies (VAHAN/NIC). A 9-month phased approach is needed to ensure structural safety and data integrity. Requesting to amend this clause as : Sl. No. / Activity / Time period Construction Period 2. "Go-Live" of Vehicle Monitoring, Enforcement and Collection System, subject to successful completion of SAT /06 Months	Prevents operational risks and ensures 100% data and system integrity before enforcement.	As per RFP
86	f) Timelines	Sl. No. / Activity / Time period Construction Period 2. "Go-Live" of Vehicle Monitoring, Enforcement and Collection System, subject to successful completion of SAT /03 Months	Due to current volatile commodity market conditions, the supply chain for IT hardware is significantly impacted, resulting in procurement delays. In view of this situation, it is requested to extend the delivery timeline to 6 months to ensure smooth and timely execution of the project.		As per RFP
87	Implementation Phase	Supply, Installation, Testing and Commissioning. (Go-Live) 03 months from the date of signing of the Contract Agreement.	Implementation of this solution within 3 months is very difficult, please increase the implementation timeline from 3 months to 6 months.		As per RFP
88	Project Duration	3 months implementation + 60 months O&M	Considering dependency on multiple external integrations, confirm whether implementation timeline excludes delays attributable to third-party systems.		As per RFP
89	1.1.2., 1.1.3 INTRODUCTION	The Project shall include implementation of a comprehensive VMECS solution and its Operation & Maintenance of Vehicle Monitoring, Enforcement and Collection System for National Capital Region. The construction period of the Project is 3 months and O&M Period of 5 years.	Request extension of construction period from 3 months to 7 months considering the volume of BOQ and documentation requirements	Timeline appears insufficient considering project scale and integration complexities	As per RFP
90	Timelines	"Go-Live" of Vehicle Monitoring, Enforcement and Collection System, subject to successful completion of SAT	Construction (gantries/foundations) in the NCR is subject to weather conditions, traffic diversion approvals, and site access constraints. We propose an aggressive parallel-work schedule, but a 3-month deadline for both civil completion and IT integration is a 'high-risk' path. A 6-month or phased window allows us to safely commission sites without cutting corners on structural safety JUNE -July onwards in rains are a larger constraint besides the fact of 89 locations of providing electricity is time taking process and never achievable		As per RFP
91	1.1.3	Implementation Period - 03 Months	03 Months of implementation period doesn't seem like a feasible period because of the following reasons: 1. The total stretch including both the EPE and WPE is around 270 Kms and total no. of locations is 35. Both EPE and WPE handle significantly heavy traffic and commercial vehicle movement 24*7 and the successful bidder has to execute the work in such conditions only. 2. Installation of Gantries itself in such conditions may take around 3 to 4 months. 3. Supply of IT Equipments such as ANPR Camera, RFID Antenna, etc. may take 2 to 3 months of time. 4. I&C Works at 35 different locations stretched in 270 Kms of Expressway may take around 3 to 4 months. 5. In total, this task may require 08 to 09 months of implementation time OR It is expected that there may not be active participation by bidders and it may so happen		As per RFP
92	1.2.16. Time Schedule /f) Timelines	"Go-Live" of Vehicle Monitoring, Enforcement and Collection System, subject to successful completion of SAT : 03 Months	Request you to kindly revise the "Go-Live" timeline from 03 months to 06 months considering the extensive scope involving system integration, testing, SAT completion, and field-level deployment activities. The extended timeline will ensure proper implementation, quality assurance, and successful stabilization of the complete solution.		As per RFP
93	Timelines	"Go-Live" within 3 months	A 3-month timeline does not account for site challenges like weather constraints (monsoons), 89 electricity connections, and third-party API dependencies (VAHAN/NIC). A 9-month phased approach is needed to ensure structural safety and data integrity.	Prevents operational risks and ensures 100% data and system integrity before enforcement.	As per RFP

94	1. The Site	Gantry Location and VMECS Gantry and Control Centre Location	Kindly provide the control centre location along with the KMZ file for analysing the location of each gantry and also clarify the equipment location as it will be placed on LHS side or RHS side.		Refer Schedule - A of the RFP
95	Schedule B, Clause Point (r)	The Bidder shall be fully responsible for ensuring the continuous safety, security, and illumination of the installed gantries, covering all necessary measures to protect the Infrastructure and provide clear visibility under all weather and lighting conditions.	This is to kindly request the authority to provide the specific layout/drawing for lighting arrangement for illumination of the Gantry. The details must include how much length areas needs to be considered for the lightning including the quantity of poles, LED luminaire etc. At present, there is no clear reference available regarding the exact positioning and arrangement of lighting fixtures at these locations. Therefore, we request you to kindly share the approved layout or drawing to ensure that the installation is carried out as per the required standards and specifications.		As per RFP
96	Schedule B, 2(r) Note	"The bidder shall be required to submit detailed design drawings including design calculations of gantries which should be approved from any of the Indian Institute of Technology (IIT)/ National Institute of Technology (NIT)."	We request authority to Consider the exclusion of the third-party approval from IIT/NIT to avoid unnecessary delays from the vetting period which takes approx. 1-2 months. We propose to provide pre-approved standardized gantry designs to expedite execution process.		As per RFP
97	Schedule-A	The Gantries shall be installed at the following locations along the merging of WPE and EPE with Roads/Highways towards Delhi-NCR Region as under:	As per the RFP, new gantries are to be constructed by the bidder at the 35 locations identified under Schedule-A. Kindly clarify the treatment of existing toll plazas at these locations, whether they are to be retained, integrated with the proposed system, or decommissioned/replaced. Kindly confirm		These are independent gantries to be installed ahead of the EPE and WPE toll plazas towards Delhi Entry, merging onto the NH and SH roads.
98	Other	Other	Execution related Queries: Kindly clarify responsibility of Right of Way Local Authority approvals/police coordination Request clarity on Change Management in case of Additional locations, Change in specifications, Increase in system scale In Payment terms during O&M period request Adjustment for statutory changes like Minimum Wages, PF/ESI compliance etc Request clarification whether cumulative penalties are capped (e.g., % of contract value). It is understood that timely availability of project sites with required infrastructure is critical for successful implementation of the project. In this regard, it is requested to kindly clarify whether the Authority shall ensure that all designated locations/sites are made available to the Bidder in a timely manner along with: Required Right of Way (RoW) Power supply and necessary electrical infrastructure Network/connectivity provisions Necessary civil infrastructure / mounting structures, if applicable All required permissions/approvals from local authorities Request: It is requested to kindly confirm that:		As per RFP
99	Civil Works	Gantry Design	Design Criteria: Please provide mandatory design standards (e.g., wind load IS 875) for gantry construction, as the bidder is responsible for site-specific designs.	he RFP does not specify standard gantry dimensions (span, vertical clearance, wind load standards). Please clarify if the Bidder is permitted to propose site-specific designs based on field surveys. If yes, will the Authority provide a 'Design Approval Matrix' or a list of mandatory standards (e.g., IRC: 78-2014, wind load as per IS 875) that the gantry design must adhere to before implementation?	Refer Schedule - B of the RFP
100	Schedule-B, 2. Development of VMECS Components & Gantry System	Note: The bidder shall be required to submit detailed design drawings including design calculations of gantries which should be approved from any of the Indian Institute of Technology (IIT)/ National Institute of Technology (NIT).	We request to amend this clause as below: Note: The bidder shall be required to submit detailed design drawings including design calculations of gantries which should be approved from any of the Indian Institute of Technology (IIT)/ National Institute of Technology (NIT)/ Structural Engineer	The inclusion of "Structural Engineer" is proposed to provide greater flexibility in approval of gantry design drawings and calculations, particularly in cases where review from an Indian Institute of Technology / National Institute of Technology may involve longer timelines, higher costs, or limited availability for project-specific certification.	As per RFP
101	Schedule-A, Sr. No. 10 & 11	Gantry locations at Yamuna Expressway Interchange (Sr. No. 10 & 11) are described as 'Currently Under Construction'.	What is the expected timeline for site readiness at these locations? It Will be the 3-month implementation period commence only after the site is handed over, not from the date of contract signing. Kindly confirm		As per RFP
102	Schedule-A	The RFP states services shall commence from the date of 'handing over the site'. Multiple locations involve state roads/PWD roads requiring inter-agency permissions.	Bidder is considering that IHMCL facilitate permissions, ROW clearances, and NOCs from state authorities (HSIDC, PWD, Village Administration). Bidder is considering that it Will be a single handing-over event cover all 35 locations?		As per RFP

103	Schedule-B, General	The Contractor shall ensure reliable power supply at all locations, with primary supply from the grid and backup through UPS and other secondary/renewable sources, to ensure uninterrupted operations. All electricity and associated costs shall be borne by the Contractor.	Request for support for obtaining the primary source of Power supply (Grid) from package civil contractors.		As per RFP
104	Nearest Power Source	In the table power source availability is mentioned.	We request clarification on the following points regarding power source availability: - Whether the nearby power sources can be utilized by bidders without additional costs apart from cabling. - Whether these power connections are owned by the Authority. - How the connection will be managed during the contract period, including transfer of ownership or billing arrangements. - In locations where power connections are unavailable, whether the bidder is required to arrange them or the Authority will provide the same.		Refer Schedule B, Point 2; para (z)
105	Schedule-B, Clause z), i.	The Bidder shall ensure 24*7 power supply for the VMECS Central Command and Control Centre and all gantry/field equipment. The primary power source shall be from the Electricity Department, supported by UPS systems and renewable power sources (such as solar) to ensure uninterrupted operations. DG Set, if required, may be provided by the bidder as an optional backup arrangement at its own cost.	The DG Set is currently described as an optional backup arrangement to be provided at the bidder's cost; however, no corresponding line item exists in the Bill of Quantities. We request IHMCL to either include the DG Set as a defined line item in the BoQ to ensure uniform pricing across bidders, or to remove the DG Set provision from the scope so that bidders are not required to factor it into their bids.	The current wording creates ambiguity, as bidders may take differing views on whether to include or exclude the DG Set in their financial proposals. This would result in non-comparable bids. A clear instruction — either by including the DG Set in the BoQ as a defined line item or by deleting the provision — will eliminate ambiguity and ensure uniformity in bidding.	Refer Schedule B, Point 2; para (z)
106	Schedule B, z), i.	The Bidder shall ensure 24*7 power supply for the VMECS Central Command and Control Centre and all gantry/field equipment. The primary power source shall be from the Electricity Department, supported by UPS systems and renewable power sources (such as solar) to ensure uninterrupted operations. DG Set, if required, may be provided by the bidder as an optional backup arrangement at its own cost.	DG set is not the part of the BOQ and would request either this should become the part of BoQ or remove this from an optional item. This may create confusion and mostly bidders may not consider the DG if its not part of the supply BoQ.		Refer Schedule B, Point 2; para (z)
107	Schedule B, 2(z)(ii)(1 & 2)	The Bidder shall ensure 24*7 power supply for the VMECS Central Command and Control Centre and all gantry/field equipment. The primary power source shall be from the Electricity Department, supported by UPS systems and renewable power sources (such as solar) to ensure uninterrupted operations. DG Set, if required, may be provided by the bidder as an optional backup arrangement at its own cost. 2. The Contractor shall make complete arrangements for electricity required during execution and throughout the O&M period. In case of non-availability of grid power, the Contractor shall arrange alternate power sources such as renewable energy systems and/or DG Sets (optional). No extension of time shall be granted on account of failure to arrange power supply.	We would like to inform the authority that the project is at remote location at WPE/EPE, if grid power is completely infeasible or severely delayed by local Electricity department will solar/DG be acceptable as the primary source ?		As per RFP
108	Form F-2 – O&M Charges	Quarterly O&M charges are inclusive of manpower, maintenance vehicle rental with fuel, electricity charges at gantry locations and Control Centre, etc.	We understand that recurring electricity charges for gantry locations and Control Centre are to be included in O&M pricing by the bidder. Kindly confirm whether raw power connection/load sanction at each gantry location and Control Centre shall be arranged/provided by IHMCL, and bidder shall bear only consumption charges after availability of connection.	Important for pricing and responsibility allocation.	To be provided by the Bidder.
109	Clause 1.18 – UPS	Online UPS shall maintain uninterrupted power supply for at least 8 hours under full load conditions.	Kindly confirm whether 8-hour UPS backup is mandatory at each gantry and Control Centre for full connected load, or whether bidder may propose optimized UPS + power backup architecture meeting operational SLA.	8-hour full-load UPS may significantly affect site space, battery sizing and cost.	As per RFP
110	Form F-2 – BOQ	BOQ includes 10 KVA Online UPS for CCC and 06 KVA Online UPS for gantry.	Kindly confirm whether UPS rating mentioned in BOQ is minimum mandatory or bidder may size UPS based on actual connected load while meeting RFP backup and SLA requirements.	Required for technical compliance and BOQ design.	The minimum specifications provided in the RFP. Bidder may propose higher specifications to meet the SLA.
111	Site & Deployment	Site-related requirements	Whether reliable power supply at field locations will be provided by Authority or bidder to provision (including backup).		As per RFP
112	z) Power Supply for VMECS Command & Control Centre and Gantry Equipment	DG Set, if required, may be provided by the bidder as an optional backup arrangement at its own cost.	Electricity and power generators like DG set should be owned by the tender authority. This should not be in the scope of the bidder.		As per RFP
113	Schedule-B - 1. General # i	All electricity and associated costs shall be borne by the Contractor.	This should be borne in the scope of tender authority.		As per RFP
114	z) Power Supply for VMECS Command & Control Centre and Gantry Equipment - ii # 1	The Contractor shall undertake all necessary applications and approvals from the concerned Power Distribution Company for obtaining electricity connections for the Control Centre and gantry locations in its own name. All associated costs shall be borne by the Contractor. Any damage caused to highway infrastructure during execution shall be restored to its original condition at no additional cost to IHMCL/NHAI.	Tender authority needs to send a letter to the concern department to allow the bidder to avail the required facilities and support. Tender authority needs to support for the faster approvals and same should be in the scope of the authority. The cost should be part of the financial proposal. The cost of restoration for the damage of highway infrastructure during the execution shall be borne by the tender authority. We request to revise the clause.		As per RFP

115	z) Power Supply for VMECS Command & Control Centre and Gantry Equipment #iii	All costs related to power supply, including installation charges, electricity bills, backup systems, maintenance, etc., for gantry equipment, Control Centre, and other facilities shall be borne by the Contractor for the entire Contract period. IHMCL/NHAI shall have no financial liability in this regard.	The recurring charges for the electricity bills should be paid by the tender authority. Installation charges, backup systems maintenance shall be in the bidder's scope based on the financial cost is part of the commercial proposal. <u>Please revise the clause and confirm.</u>		As per RFP
116	Schedule B 1. General i)	The Contractor shall ensure reliable power supply at all locations, with primary supply from the grid and backup through UPS and other secondary/ renewable sources to, ensure uninterrupted operations. All electricity and associated costs shall be borne by the Contractor.	While, the bidder will arrange the necessary connections and bear the expenses, we request that IHMCL assist wherever required in getting the Electricity connection with permissions/approvals etc.		As per RFP
117	Schedule-C, 1.18 Uninterruptible Power Supply Unit (Central Control Centre & Gantry)	a) Online UPS shall be capable of maintaining an uninterrupted power supply to the UPS loads for a sustained period of at least 8 hours under full load conditions from a fully charged battery.	We request to amend this clause as below: a) Online UPS shall be capable of maintaining an uninterrupted power supply to the UPS loads for a sustained period of at least 1 hour at gantry location & control room location under full load conditions from a fully charged battery.	The UPS backup duration requirement has been reduced from 8 hours to 1 hour considering the operational and infrastructure conditions at gantry and control room locations. A 1-hour full-load backup is generally adequate to ensure continuity of critical ITS systems during temporary outages of raw power supply. This optimization reduces lifecycle cost while maintaining system reliability and operational continuity.	As per RFP
118	Schedule-A, Sr. No. 15, 16, 21, etc.	Several gantry locations in Schedule-A indicate 'Need to Arrange' under the 'Nearest Power Source' column.	Who is responsible for obtaining the power connection at these locations — the Authority/NHAI or the bidder? Bidder is considering that IHMCL/NHAI provide a letter of support or facilitation for such connections if it will be under scope of bidder?		As per RFP
119	Schedule-B, Clause 2(z)(i)	The Bidder shall ensure 24x7 power supply for the VMECS Central Command and Control Centre and all gantry/field equipment. The primary power source shall be from the Electricity Department, supported by UPS systems and renewable power sources (such as solar) to ensure uninterrupted operations. DG Set, if required, may be provided by the bidder as an optional backup arrangement at its own cost.	Is the Contractor required to obtain electricity connections in its user name for all 35 gantry locations and the CCC? IHMCL provide any authority letter to the Power Distribution Company to facilitate new electricity connections? The O&M cost will be reimburse on monthly basis for all the locations within 15 days of payment of receipts. Kindly confirm.		IHMCL shall facilitate the bidder in obtaining the electricity connections.
120	Schedule-B, Clause 2(z)(iv)	The Bidder shall provide an online UPS of minimum 06 KVA at each gantry to ensure uninterrupted operation with a minimum backup autonomy of 8 hours.	Given the varying equipment load at 2-lane vs. 5-lane gantries, will the 6 KVA rating be reviewed per location, or is 6 KVA a uniform minimum regardless of load? If uniform, may bidders propose higher ratings without additional cost to IHMCL?		As per RFP
121	Schedule-B, Clause 2(z)(iv)	The Bidder shall provide an online UPS system of minimum 06 KVA at each gantry to ensure uninterrupted operation of all VMECS components, with a minimum backup autonomy of 8 hours or as specified by the Authority. The UPS shall deliver clean and isolated power supply, equipped with surge protection and automatic changeover. The Bidder may, at its own cost, implement a solar-based power system for charging the UPS batteries to meet the SLA requirements. In such cases, the cost of the solar system shall be deemed to be included in the UPS system cost, and no additional payment shall be made by IHMCL.	1. Bidder is considering that the battery back up of 8 hrs on UPS full load in kW. Kindly confirm. 2. Requesting to share the total solar panel capacity/rating. The space to mount the solar will be provided by IHMCL. Kindly confirm.		Bidder to decide the load capacity as per their solution to meet specifications and SLA.
122	Network & Connectivity	The Bidder shall provide, at each gantry location, one Primary and one Secondary internet connectivity from two different service providers to ensure high system availability.	Request to add ofc for secondary connectivity	This will provide in reducing the redundancy and provide better connectivity	As per RFP
123	Schedule-B/2. Development of VMECS Components & Gantry System/ w) Network & Connectivity	The connectivity shall be provided only by telecom operators holding a valid Unified License (UL) or Internet Service Provider license issued by the Department of Telecommunications, Government of India, and the Bidder shall ensure that connectivity is provisioned directly through the licensed operator's backbone infrastructure.	We kindly request the Authority's guidance regarding the provision of connectivity. In locations where a UL or ISP-licensed operator does not have backbone fiber infrastructure available, we request that the use of RF or wireless links, provided through the licensed operator, be permitted as a primary or backup connection. This flexibility would be especially helpful in areas where fiber installation is not feasible.		As per RFP
124	1.14 Edge Level Switch	Minimum 24 port 1 Gbps PoE/PoE+ and 2 No's fiber Uplink ports of 10G.	Kindly clarify whether 24 x 1 Gbps non-PoE access ports may be considered in place of PoE/PoE+ ports, as the connected end devices will be powered through an external/independent power solution, while retaining 2 x 10G fiber uplink ports as specified.		As per RFP
125	Form F-2 – BOQ	Redundant Internet Connectivity 100 Mbps at gantry locations; 1 Gbps at CCC.	Kindly confirm whether redundant connectivity links are required from two different ISPs/telecom operators for true redundancy, or two links from same ISP shall be acceptable.	Required for network architecture and recurring cost estimation.	Refer Schedule B, point 2, para (w)
126	Time Synchronization	Communication and time sync	Please clarify if NTP/PTP servers will be provided centrally or bidder needs to deploy.		Bidder need to provide.
127	O&M Scope	Field operations and connectivity	Whether real-time connectivity from field to CCC is guaranteed by authority or bidder needs to provision telecom links?		Bidder need to provide.
128	Schedule-C (Standards & Specification) 1.14 Edge Level Switch (Managed Outdoor Industrial grade switch)	12. Power Supply : Inbuilt Dual Power Supply, In built Dual Fan	Industrial-grade hardware is designed to be fanless, please remove the clause "In built Dual Fan"		As per RFP
129	1.14 Edge Level Switch	Minimum 24 port 1 Gbps PoE/PoE+ and 2 No's fiber Uplink ports of 10G.	Kindly specify the requirement for a 24-port PoE switch at the edge-level junction.		As per RFP
130	Bill of Quantities	Central Command Control Centre Equipment - Firewall	As this is the central site with redundant internet links, it is recommended to deploy the firewall in High Availability (HA) mode to ensure continuous uptime and resilience.		As per RFP
131	Bill of Quantities	Switch (Layer 3) – 24 Port (HA Mode)	Kindly provide the detailed specifications required for the Layer 3 (L3) switch.		Refer specifications of Edge Switch in section 1.14

132	1.11 Firewall	Firewall Specification	Kindly confirm whether the firewall at the porta cabin and the central site should be of the same specification, or if a lower-specification firewall can be proposed for the porta cabin considering its lower bandwidth requirements.		As per RFP
133	Schedule-C, 1.11 Firewall	10. I/O ports (rear) 2 x USB 2.0/USB 3.0	We request to amend this clause as below: 10. I/O ports (rear) Minimum 2 USB ports	Retained.	As per RFP
134	Schedule-B, Clause 2(w)(i)	The Bidder shall provide, at each gantry location, one Primary and one Secondary internet connectivity from two different service providers to ensure high system availability. Each link shall have a minimum bandwidth of 100 Mbps, through MPLS or a dedicated leased line. Automatic failover shall be configured to ensure uninterrupted transaction processing and data transmission in the event of failure of any one link.	For locations on rural/state roads where fiber-based MPLS or leased lines are not readily available, will 4G/5G wireless links from licensed telecom operators be acceptable as the secondary link?		As per RFP
135		Additional	Request you to kindly provide the exact location of the Command & Control Centre, along with the total area (in square feet) allocated for its setup. This information is essential for planning site visits, preparing layout drawings, and ensuring that all infrastructure and equipment requirements are met as per project specifications.		As per RFP
136	Schedule-B, Clause y), v.	The Bidder shall be responsible for interior works, furniture and MEP works for construction and setting up of the VMECS Central Command and Control Centre, including all associated systems such as electrical works, lighting, power backup (UPS and renewable sources), HVAC, access control, air conditioning etc., all of which shall be within the scope of the Bidder.	Kindly clarify the indicative built-up area (in square feet) that will be made available by the Authority for setting up the Central Command and Control Centre. This information is essential to enable bidders to estimate interior works, MEP works, furniture and allied costs on a uniform basis, thereby ensuring comparability of price bids.	In the absence of a defined area for the Central Command and Control Centre, different bidders may make varying assumptions, leading to non-uniform pricing and inconsistent bid evaluation. A clear specification of the area to be provided will ensure a level playing field for all bidders.	As per RFP
137	Schedule B, y), v.	The Bidder shall be responsible for interior works, furniture and MEP works for construction and setting up of the VMECS Central Command and Control Centre, including all associated systems such as electrical works, lighting, power backup (UPS and renewable sources), HVAC, access control, air conditioning etc., all of which shall be within the scope of the Bidder.	Please specify the estimated space to be allocated/provided for Central Command and Control Centre by the Authorities which help to identify the cost for interiors and all prospective bidders may consider the similar interior cost structure for bidding.		As per RFP
138	1.1. Annex – I (Schedule-A) 1.1.2. VMECS Gantry and Control Centre Location	Location of Site Control Centre (Porta Cabin) : At nearby suitable locations of Gantries of Schedule A (Clause01)	As per the RFP provisions, we request clarification regarding the scope of the Porta Cabin as local site control center. As per the Financial Bid Form F-2 BOQ. The local control center is not required/removed. Kindly clarify whether porta cabin for local control center or local control center is required for the project		Refer Corrigendum-1
139	Form F-2 – BOQ, Central Command Control Centre Equipment	BOQ includes Central Server/Cloud Server, Video Wall, Workstations, Firewall, Furniture, Interior and MEP work, UPS and redundant internet connectivity.	Kindly confirm the exact location/address where the Central Command Control Centre equipment, video wall, servers/cloud connectivity, workstations and related infrastructure are to be installed. Also confirm whether required space, civil readiness and statutory permissions shall be provided by JHMCL.	Required for accurate design, logistics, installation planning and cost estimation.	As per RFP
140	General Queries	Solution Hosting	Application will be hosted on on-premise DC Or Cloud ? If hosted on Cloud, then bidder need to provide Meity Empaneled Cloud or department will provide ? Also confirm who will bear the hosting infrastructure cost.		Refer Schedule B, para (y)
141	General Queries	DR	Kindly confirm- 1. DR is also part of the RFP or not ? 2. If yes, where is it need to set up on-premises or cloud ? 3. It should be Active -Active (100 % mirror image) or Active -Passive 50 % mirror image) of DC ?		Bidder to maintain the uptime as per defined SLAs.
142	General Queries	Central Command & Control Centre (CCCC)	Kindly clarify whether the Gantry Level System and Central Command & Control Centre (CCCC) shall be active-active, active-passive, or hybrid in terms of processing responsibilities		Bidder to maintain the uptime as per defined SLAs.
143	Central Server / Hosting	Central infrastructure requirements	Whether hosting is on-premise, cloud, or hybrid? If cloud, who bears recurring cost?		Refer Schedule B, para (y)
144	Command Center	CCC / TMCC	Whether Command & Control Center infrastructure is existing or to be newly established by bidder.		To be newly established.
145	1.1.2. VMECS Gantry and Control Centre Location	Porta Cabin near Gantries	Kindly confirm whether the porta cabin will be maintained under a controlled environment.		Refer Corrigendum-1
146	Schedule-C, 1.8 Central Server (HA Mode)	10. Virtualization Shall support Industry standard virtualization hypervisor like Hyper- V, VMWARE and Citrix. Bidder will decide.	We request to amend this clause as below: 10. Virtualization - Must support leading hypervisors for virtualization platforms		As per RFP
147	Schedule-C, 1.9 Storage(Data Including peripheral, transaction, video storage, NVR etc) # Parameter	6. Cache Memory Minimum 256 GB per controller of useable cache memory across all controllers. If cache memory is provided in additional hardware for unified storage solution if applicable, then cache memory must be over and above 256 GB per controller.	We request to amend this clause as below: 6. Cache Memory Minimum 128 GB effective cache per controller, OR equivalent performance using NVMe/SSD-based caching/tiering	Moves away from rigid cache number → allows modern architectures (NVMe, auto-tiering).	As per RFP

148	Schedule-C, 1.9 Storage(Data Including peripheral, transaction, video storage, NVR etc) # Parameter	9. Data Protection The storage array must have complete cache protection mechanism either by de-staging data to disk or providing complete cache data protection with battery backup for up to 4 hours	We request to amend this clause as below: 9. Data Protection Must support cache protection via battery/flash-backed cache or persistent memory, ensuring zero data loss during power failure	Removes fixed "4-hour" constraint; aligns with modern persistent cache technologies.	As per RFP
149	Schedule-C, 1.10 Monitoring Workstations	6. HDD 2 TB SATA-3 Hard drive @7200 rpm with Flash Cache of 64GB SSD. Provision for installing 4 more drives.	We request to amend this clause as below: 6. HDD Minimum 512 GB SSD (OS & applications) + 1 TB HDD (data). Must support additional storage expansion	Replaces HDD-heavy config with SSD-first approach for performance.	As per RFP
150	Schedule-C, 1.10 Monitoring Workstations	13. Monitor 27" TFT LED monitor, Minimum 1920 x1080 resolution, 5 ms or better response time, TCO 05 (or higher) certified	We request to amend this clause as below: 13. Monitor Minimum 27" LED monitor, Full HD (1920x1080) or higher, anti-glare, low blue light	Adds operator comfort for ICC.	As per RFP
151	Schedule-C, 1.10 Monitoring Workstations	14. Certification Energy star 5.0/BEE star certified	We request to amend this clause as below: 14. Certification Energy efficiency compliance (Energy Star / BEE or equivalent)	Keeps requirement flexible across geographies.	As per RFP
152	Schedule-C, 1.10 Monitoring Workstations	18. Power supply SMPS; Minimum 400-watt Continuous Power Supply with Full ranging input and APFC. Power supply should be 90% efficient with EPEAT Gold certification for the system.	We request to amend this clause as below: 18. Power supply Energy-efficient SMPS with >85% efficiency, adequate for system configuration	Removes rigid wattage; ensures right-sizing per OEM design.	As per RFP
153	Schedule-B, Clause 2(y)(ii)	The Bidder shall provision the Central Server either on a secure Government compliant cloud platform (MeiTY empanelled cloud-based infrastructure) or through a physical data centre setup. The infrastructure shall ensure high availability, redundancy, scalability, and compliance with applicable Government security standards.	If a MeiTY-empanelled cloud is proposed, will the Authority provide cloud infrastructure access/credits, or must the Contractor independently procure and fund cloud services throughout the 63-month contract period?		As per RFP
154	Schedule-C, Clause 1.8 (Central Server)	Application Storage: Minimum 30 TB storage available disk space. Minimum 7 days of storage should be available on local server which shall overwrite after every 7 days.	Is the 30 TB requirement the raw capacity or usable capacity after RAID overhead? Could the Authority specify the expected RAID level? Will cloud-equivalent object storage (e.g., S3-compatible) be accepted in lieu of a physical server storage?		In case of Cloud, Bidder need to propose the Hosting and Storage services complying SLAs
155	Schedule-C, Clause 1.9 (Storage)	Storage: Storage Capacity should be minimum 125 TB or more as per requirement (usable, after RAID configuration). Note: Storage space to be finalized during design phase.	Bidder is considering that "Note: Storage space to be finalized during the design phase." is applicable in change management if additional storage is required. Kindly confirm the consideration.		The minimum requirement is specified at 125TB. Bidder to provide additional storage at no cost to IHMCL by maintaining the requirement.
156	Schedule-C, Clause 2.9 (VMECS Application Software) — Point 13	The Bidder shall build or present a roadmap for application systems using container-based microservices and open-standard CI/CD deployments.	Is container-based microservices architecture a mandatory Go-Live requirement, or is a detailed roadmap/future-readiness plan acceptable? If mandatory, which container orchestration platform (Kubernetes, Docker Swarm, etc.) is acceptable?		As per RFP
157	Financial Bid / BOQ — Item 22	BOQ Item 22: Furniture, Interior and MEP work — 1 No. at Central Command Control Centre.	Has the Authority identified the physical premises for the CCC? If yes, will approximate area dimensions and fitout requirements (false flooring, HVAC, access control, electrical load) be shared? If not yet finalized, please share the BoQ in details with specs.		As per RFP
158	Schedule-C, 1.1 RFID Reader	2 Supported Protocols ISO 18000 6C/63, RAIN RFID/Gen2v1	We request to amend this clause as below: 2 Supported Protocols ISO 18000-6C / EPC Gen2v1 or higher / RAIN RFID or equivalent	To ensures interoperability with FASTag ecosystem and multi-vendor RFID tags used across India.	As per RFP
159	Schedule-C, 1.1 RFID Reader	4 Interference Rejection Dense Interrogator Mode	We request to amend this clause as below: 4 Interference Rejection Dense Reader Mode (DRM) or equivalent	Critical in multiple lanes/readers operating simultaneously.	As per RFP
160	Schedule-C, 1.1 RFID Reader	5 Antenna ports 4 ports, N-type Female, switching time < 10 ms	We request to amend this clause as below: 5 Antenna ports Minimum 4 RF ports (N-type or equivalent), switching < 10 ms or better	To support multi-lane and multi-antenna deployments common in Indian ITS setups.	As per RFP
161	Schedule-C, 1.1 RFID Reader	7 Communication Interface 10/100 BaseT, Ethernet, CAN, RS232, USB or better	We request to amend this clause as below: 7 Communication Interface Ethernet (10/100 or higher) + (RS232/USB/CAN or equivalent) at least two interfaces	To ensures compatibility with multi-lane and modern ITS infrastructure in India.	As per RFP
162	Schedule-C, 1.1 RFID Reader	8 Upgradeable Firmware Yes	We request to amend this clause as below: 8 Upgradeable Firmware Local/remote firmware upgrade supported	To enables updates for regulatory changes (e.g., WPC norms).	As per RFP
163	Schedule-C, 1.1 RFID Reader	13 Regulatory BIS / FCC	We request to amend this clause as below: 13 Regulatory Compliance with WPC / BIS or FCC / CE (as applicable)	WPC approval mandatory for RF devices in India; allowing FCC/CE enables global OEM participation.	As per RFP
164	Schedule-C, 1.1 RFID Reader	18 Network Services DHCP, HTTP, SNMP	We request to amend this clause as below: 18 Network Services DHCP, HTTP/HTTPS, NTP/SNTP or equivalent	Required for integration with centralized FASTag/NHAI systems	As per RFP
165	Schedule-C, 1.1 RFID Reader	19 Supported Regions FCC, EN, FCC and RoHS	We request to amend this clause as below: 19 Supported Regions India (865–868 MHz) and/or global regions with applicable certifications	Ensures flexibility to use globally proven OEM devices while complying locally	As per RFP
166	Schedule-C, 1.1 RFID Reader	20 Safety UL, IEC, EN	We request to amend this clause as below: 20 Safety UL / IEC / EN or equivalent	Ensures electrical and operational safety in public infrastructure deployments	As per RFP

167	Schedule-C, Clause 1.1 (RFID Reader) — Antenna Ports	Each RFID Reader shall support a minimum of 4 radio channels. No more than 4 antennas shall be connected to a single RFID Reader. Channel switching must occur within 6 ms or faster.	For 5-lane gantries requiring more than 4 antennas, will multiple RFID Readers need to be deployed per gantry? Could the Authority clarify the per-lane RFID Reader:Antenna assignment model expected at 5-lane sites?	As per RFP
168	Image Sensor (Audit Surveillance Camera)	1/1.8" or better	1/2.8" sensor also can provide sufficient image quality for vehicle monitoring, it is also cost-effective. Hence, it is requested to change the specification. The term may be amended as "Image sensor: 1/1.8" or better".	As per RFP
169	Frame Rate (Audit Surveillance Camera)	Up to 50/60 fps (50/60 Hz)	25/30 fps seems to be sufficient for vehicle monitoring, while higher 50/60 fps increases bandwidth and storage requirement. Hence, the specification may be changed as "Frame Rate :Up to 25/30 fps".	As per RFP
170	Lens (Audit Surveillance Camera)	12.0 ~ 22.0 mm or better as per requirement.	2.7~13.5 mm lens provides wider field of view and flexible coverage for lanes and surroundings, whereas 12~22 mm is restrictive for shorter distances. Hence, the specification may be changed as "Lens : 2.7 mm ~ 13.5 mm or better".	As per RFP
171	Video Compression (Audit Surveillance Camera)	H.265, H.264, M-JPEG, JPEG	JPEG is generally used for still images, hence the term may be deleted for video compression. The term may be amended as "Video Compression: H.265, H.264, M-JPEG".	As per RFP
172	Protocols (Audit Surveillance Camera)	HTTP, RTP / RTSP (Uni / Multicast), TCP / IP(v4/v6), UDP, FTP, Telnet, HTTPS, PPPoE, SNMP, PAP / CHAP / RARP / ARP / DHCP, NTP, SMTP client, uPnP & etc.	Telnet is an insecure, unencrypted protocol and is no longer supported in many modern cameras. Hence, the "telnet" protocol may be deleted. The term may be amended as "HTTP, RTP / RTSP (Uni / Multicast), TCP / IP(v4/v6), UDP, FTP, HTTPS, PPPoE, SNMP, PAP / CHAP / RARP / ARP / DHCP, NTP, SMTP client, uPnP & etc."	As per RFP
173	Sensor Type (Automatic Number Plate Recognition Systems)	Progressive scan (CMOS) Day / Night Camera, Global shutter or any technology meets the SLA	Progressive scan CMOS (rolling shutter) cameras can also meet the required image clarity. Hence, it is requested to allow rolling shutter technology instead of global shutter. The term may be amended as "Progressive scan (CMOS) Day / Night Camera, Global or rolling shutter meets the SLA".	As per RFP
174	Typical Range (Automatic Number Plate Recognition Systems)	40 meters. or better	For highway ANPR applications, 30 m IR illumination is sufficient for number plate capture within the defined trigger zone, while higher 40 m IR may not offer practical benefit. Hence, the specification may be revised to 30 m or equivalent. The term may be amended as "Typical Range:30 meters. or better".	As per RFP
175	Protection rating (Automatic Number Plate Recognition Systems)	NEMA 4X / IP-IP66 or Better (protection against water and dust ingress), Resistance to corrosion in harsh environments.	Standard outdoor IP cameras conforming to IP66/IP67 and OEM-certified outdoor ratings are adequate and widely used in similar projects. The requirement of "resistance to corrosion" unnecessarily restrict the wider participation. Hence, the term may be amended as "NEMA 4X / IP-IP66 or Better (protection against water and dust ingress)".	As per RFP
176	Communication (Automatic Number Plate Recognition Systems)	10/ 100/ 1000 Base-T Ethernet interface Static IP/ DHCP support for IP address assignment & network configuration Image transfer over Ethernet (FTP and/ or TCP/IP) NTP (network time protocol) time synchronization	For surveillance application, 10/100 Mbps Ethernet for IP camera is sufficient to handle the required video bitrate, while Gigabit (10/100/1000) adds cost without much benefit; Hence, it is requested to revise the specification to 10/100 Base-T or equivalent. The term may be amended as "10/ 100 Base-T Ethernet interface Static IP/ DHCP support for IP address assignment & network configuration Image transfer over Ethernet (FTP and/ or TCP/IP) NTP (network time protocol) time synchronization"	As per RFP
177	Camera Housing (Automatic Number Plate Recognition Systems)	The camera shall be housed in a suitable housing to protect them from solar radiation, UV, dust, and rain. The field of view of the camera shall not be obstructed by the housing. Picture quality or optical performance shall not be degraded by the housing. The Housing shall have IP-67/IP 68 rating for Weather-proof with better dust & dirt protection, and NEMA 4X-rating or IK10 or higher rating for Vandal-proof. The housing shall have built-in heater and blower.	Built-in heater and blower are not required as modern cameras are designed to operate within specified temperature ranges. hence, it is requested to remove the heater and blower requirement. The term may be amended as" The camera shall be housed in a suitable housing to protect them from solar radiation, UV, dust, and rain. The field of view of the camera shall not be obstructed by the housing. Picture quality or optical performance shall not be degraded by the housing. The Housing shall have IP-67/IP 68 rating for Weather-proof with better dust & dirt protection, and NEMA 4X-rating or IK10 or higher rating for Vandal-proof."	As per RFP
178	IR Effective Range	150M (Overview)	150 m IR range seems not to be practically effective due to vehicle speed, headlight glare, and environmental factors (dust/fog). 60 m IR may be sufficient for clear and usable image capture within the critical monitoring zone; hence, the IR range may be changed as 60 m. The term may be amended as" IR Effective Range:60 M (Overview)"	As per RFP

179	Image Sensor	1/1.8" or better	1/2.8" sensor also can provide sufficient image quality for vehicle monitoring, it is also cost-effective. Hence, it is requested to change the the specification. The term may be amended as "Image sensor: 1/1.8" or better "		As per RFP
180	Lens	12.0 ~ 22.0 mm or better as per requirement.	2.7~13.5 mm lens provides wider field of view and flexible coverage for lanes and surroundings, whereas 12~22 mm is restrictive for shorter distances. Hence, the specification may be changed as "Lens :2.7 mm ~ 13.5 mm or better."		As per RFP
181	Standard	ONVIF (Profile S & G/T/M)	ONVIF Profile M is primarily intended for analytics application, that may be achieved using third party VMS application. Also, the requirement of profile "M" will also restrict the wider participation. Hence we request to delete the profile "M" requirement. The term may be amended as "standard: ONVIF (Profile S& G/T)"		As per RFP
182	Sensor Type	Progressive scan (CMOS) Day / Night Camera, Global shutter or any technology meets the SLA	Progressive scan CMOS (rolling shutter) cameras can also meet the required image clarity. Hence, it is requested to allow rolling shutter technology instead of global shutter. The term may be amended as "Progressive scan (CMOS) Day / Night Camera, Global or rolling shutter meets the SLA"		As per RFP
183	Typical Range	40 meters. or better	For highway ANPR applications, 30 m IR illumination is sufficient for number plate capture within the defined trigger zone, while higher 40 m IR may not offer practical benefit. Hence, the specification may be revised to 30 m or equivalent. The term may be amended as "Typical Range:30 meters. or better "		As per RFP
184	Protection rating	NEMA 4X / IP-IP66 or Better (protection against water and dust ingress), Resistance to corrosion in harsh environments.	Standard outdoor IP cameras conforming to IP66/IP67 and OEM-certified outdoor ratings are adequate and widely used in similar projects. The requirement of "resistance to corrosion" unnecessarily restrict the wider participation. Hence, the term may be amended as "NEMA 4X / IP-IP66 or Better (protection against water and dust ingress)".		As per RFP
185	Frame Rate	Upto 50/60 fps with controllable bit rate and frame rate.	We request you to consider 25/30 FPS as on highway it seems to be sufficient for number plate capture. It also optimize bandwidth and storage without impacting much in ANPR accuracy. It will also ensure the wider participation. The term may be amended as "Min. 25/30 FPS "		As per RFP
186	Camera Housing	The camera shall be housed in a suitable housing to protect them from solar radiation, UV, dust, and rain. The field of view of the camera shall not be obstructed by the housing. Picture quality or optical performance shall not be degraded by the housing. The Housing shall have IP-67/IP 68 rating for Weather-proof with better dust & dirt protection, and NEMA 4X-rating or IK10 or higher rating for Vandal-proof. The housing shall have built-in heater and blower.	Built-in heater and blower are not required as modern cameras are designed to operate within specified temperature ranges. hence, it is requested to remove the heater and blower requirement. The term may be amended as "The camera shall be housed in a suitable housing to protect them from solar radiation, UV, dust, and rain. The field of view of the camera shall not be obstructed by the housing. Picture quality or optical performance shall not be degraded by the housing. The Housing shall have IP-67/IP 68 rating for Weather-proof with better dust & dirt protection, and NEMA 4X-rating or IK10 or higher rating for Vandal-proof."		As per RFP
187	Certification	CE/ FCC/ BIS Certification, NEMA 4X, IP67 (Full metal Casing).	IP66/67 ratings generally available with many OEMs and adequate for outdoor environmental protection. Hence the requirement of NEMA 4X, may considered to remove. It also ensure the wider OEM participation. Hence the term may be amended as "CE/ FCC/ BIS Certification, IP67 (Full metal Casing)".		As per RFP
188	Tech Specs	Global Shutter	Equivalency: Request that "Global Shutter" be amended to "Global Shutter OR any equivalent technology demonstrating 97% accuracy" to avoid monopoly the IHMCL is well aware that there are barely Indian companies who have global shutter which itself in. clause - its states upto 4 makes are 4 GLOBAL shutter makes cameras available in india . this is yet a practice to restrict and escalate prices of the bid.	The RFP specifies the use of "Global Shutter" sensors for ANPR cameras. We propose that the Authority broaden this clause to: "Global Shutter sensor OR any equivalent imaging technology that demonstrates the capability to capture high-speed vehicle images without motion distortion at the required accuracy of 97%.	As per RFP
189	Schedule-C, 1.3 Audit Surveillance Camera	10 Electronic Shutter 1/32000 to 1s or better	We request to amend this clause as below: 10 Electronic Shutter 1/10,000 to 1s or better	Enables motion capture without blur at high vehicle speeds	As per RFP
190	Schedule-C, 1.3 Audit Surveillance Camera	11 Frame Rate Up to 50/60 fps (50/60 Hz)	We request to amend this clause as below: 11 Frame Rate Up to 25/30 fps (minimum) and support for 50/60 fps where required	Matches Indian power frequency (50 Hz) and supports smooth video capture	As per RFP

191	Schedule-C, 1.3 Audit Surveillance Camera	14 Protocols HTTP, RTP / RTSP (Uni / Multicast), TCP / IP(v4/v6), UDP, FTP, Telnet, HTTPS, PPPoE, SNMP, PAP / CHAP / RARP / ARP / DHCP, NTP, SMTP client, uPnP & etc.	We request to amend this clause as below: 14 Protocols Support for standard IP protocols (HTTP/HTTPS, RTSP, TCP/IP, UDP, DHCP, NTP, SNMP, etc.)	Enables integration with Indian ITS, ICCC, and tolling systems	As per RFP
192	Schedule-C, 1.3 Audit Surveillance Camera	15 Images Setting Adjustable image size, quality, and bit rate Time/Date stamp and text caption overlay Configurable brightness, contrast, saturation, sharpness, white balance, and exposure AGC / AWB / AES / BLC / WDR should be at least 120 Db	15 Images Setting Configurable image parameters (brightness, contrast, WDR ≥120 dB or equivalent, AGC, AWB, BLC, etc.) with timestamp overlay	Required for evidentiary compliance and varying lighting conditions	As per RFP
193	Schedule-C, 1.3 Audit Surveillance Camera	16 Standard ONVIF (Profile S & G/T/M)	We request to amend this clause as below: 16 Standard ONVIF Profile S / G / T / M or equivalent	Ensures interoperability with multi-vendor VMS platforms used in India	As per RFP
194	Schedule-C, 1.3 Audit Surveillance Camera	20 Chipset/Processor The Camera should not have Hisilicon chipset/Processor	To be deleted.	Solution must comply with applicable Government of India security advisories Removes OEM restriction while ensuring compliance with national cybersecurity guidelines	As per RFP
195	Schedule-C, 1.4 Automatic Number Plate Recognition Systems	J Communication 10/ 100/ 1000 Base-T Ethernet interface Static IP/ DHCP support for IP address assignment & network configuration Image transfer over Ethernet (FTP and/ or TCP/IP) NTP (network time protocol) time synchronization	We request to amend this clause as below: J Communication Ethernet (10/100/1000), DHCP/Static IP, NTP sync, FTP/HTTP/HTTPS or equivalent	Integration with ICCC, VMS, and enforcement backend	As per RFP
196	Schedule-C, 1.4 Automatic Number Plate Recognition Systems	M Shutter Speed 1 sec. to 1/100,000 sec. or better shutter speed to cater to capturing number plate and video evidence	We request to amend this clause as below: M Shutter Speed Up to 1/10,000 sec or better	Captures fast-moving vehicles without blur	As per RFP
197	Schedule-C, 1.4 Automatic Number Plate Recognition Systems	N Frame Rate Upto 50/60 fps with controllable bit rate and frame rate.	We request to amend this clause as below: N Frame Rate Up to 25/30 fps (min), support for higher fps where required	Aligns with 50 Hz power systems in India	As per RFP
198	Schedule-C, 1.4 Automatic Number Plate Recognition Systems	P Camera Housing The camera shall be housed in a suitable housing to protect them from solar radiation, UV, dust, and rain. The field of view of the camera shall not be obstructed by the housing. Picture quality or optical performance shall not be degraded by the housing. The Housing shall have IP-67/IP-68 rating for Weather proof with better dust & dirt protection, and NEMA 4X-rating or IK10 or higher rating for Vandal-proof. The housing shall have built-in heater and blower.	We request to amend this clause as below: P Camera Housing Weatherproof housing with IP67/IP68, IK10 or equivalent; UV, dust, rain protection; heater/blower if required	Essential for harsh Indian roadside environments	As per RFP
199	Schedule-C, 1.5 IR Illuminator	15. Certifications FCC Compliant, RoHS Compliant, CE Compliant / BIS	We request to amend this clause as below: 15. Certifications BIS (preferred) and/or CE/FCC/RoHS compliant	Ensures regulatory and environmental compliance in India	As per RFP
200	Schedule-C, Video recording (ANPR Camera)	The ANPR camera must have an inbuilt SD card slot provided with at least 128 GB Class 10 SD card. The system should be capable of continuous video recording for 30 days at the base station.	At 50/60 fps H.265 recording, 128 GB may only provide a few hours of onsite buffer. Can NVR-based local storage at the LPU supplement or replace the SD card buffer? What is the minimum acceptable onsite storage duration on the SD card (in hours)?		Refer Corrigendum-1
201	Schedule-C, (ANPR) / (Audit Camera)	Chipset/Processor: The Camera to be provided by the bidder should NOT have Hisilicon chipset/Processor.	Does this restriction apply only to the primary image processing SoC, or does it extend to all sub-components within the camera assembly (e.g., ISP, memory controller, networking chip)? What compliance certificate format is expected?		As per RFP
202	Clause 2.3 – ANPR and Application	ANPR system captures number plates and converts them into editable text using OCR.	Kindly confirm whether ANPR may be implemented using either: (a) dedicated ANPR camera with embedded OCR, or (b) standard/IP camera with edge/server-based ANPR and OCR analytics.	Technology-neutral approach will allow wider participation and optimized design.	Dedicated ANPR camera with embedded OCR
203	Clause 2.3 – ANPR and Application	ANPR/OCR is required for multiple number plate types and Indian scripts.	Kindly specify the minimum acceptable ANPR/OCR confidence threshold for transaction processing and enforcement. Also confirm whether the threshold shall be configurable and approved by IHMCL during SAT.	Required for system acceptance and manual validation workflow.	Bidder to ensure SLA in line with the RFP
204	Clause 2.9 – VMECS Application Software	VMECS shall detect vehicles in real time and process payments/enforcement.	Kindly clarify whether manual validation is required for low-confidence ANPR, missing FASTag, unreadable number plate, tampered plate or exception transactions. If yes, kindly define the expected TAT and approval workflow.	Required for manpower planning and SLA compliance.	As per RFP
205	Video Storage	Storage requirements	Whether video analytics processing is centralized or edge-based?		Refer Corrigendum-1
206	1.2.19. Parameters to be checked during Site Acceptance Testing (SAT)	2) ANPR Camera Accuracy 3. Front-rear plate correlations shall be validated for each scenario to ensure end-to-end consistency and eliminate false associations. The accuracy percentages shall be independently reported by the vendor and approved by IHMCL for every defined test condition.	As per Clause "2.11 Minimum Bill of Quantity (BOQ): "ANPR Camera (including housing and mounting): 1 No. per lane/gantry (Page 178)," the requirement is for one ANPR camera per lane/gantry. Accordingly, the bidder should capture the vehicle number plate (front or rear) with the specified accuracy, rather than implementing front-rear plate correlation as stated in Clause 2) ANPR Camera Accuracy, Point No. 3 (Page 105). Kindly confirm whether the bidder is required to capture vehicle images from the front or rear or both for each vehicle.		Refer Corrigendum-1

207	2. Functional Requirements of all VMECS Sub System	2.3 ANPR and Application i. Integration: ANPR technology should be embedded within security cameras (also known as ANPR Cameras) to ensure accurate readings regardless of the shape and color of the license plates.	As per the RFP, the primary responsibility of the bidder is to design, implement, and maintain an all weather system (including ANPR cameras, RFID readers, and the VMECS application) to detect FASTag and vehicle registration numbers (via ANPR), and to capture each passing vehicle for toll collection in accordance with applicable rates, through integration with VAHAN/NIC and NPCI, while meeting all specified SLA and performance parameters. However, as per the clause stating "ANPR technology should be embedded within security cameras (also known as ANPR cameras) to ensure accurate readings regardless of the shape and color of the license plates," it appears that only camera embedded ANPR solutions are permitted. Considering the stringent performance requirements specified in the RFP, particularly vehicle detection/count accuracy and ANPR accuracy (minimum 97% during both day and night conditions) and given the heterogeneous traffic conditions, we request that flexibility be provided to allow all proven ANPR technologies. Additionally, as of now, embedded ANPR cameras are not STOC certified.		As per RFP
208	Tech Specs	ANPR Accuracy	Test Conditions: Please define the "Standard Test Conditions" for the 97% accuracy requirement (lighting/speed) and confirm the exclusion of non-compliant/damaged plates.	Reflective plates, and varying ambient lighting conditions are common, our risk being penalized for factors outside our control (e.g., unreadable or damaged plates).	As per RFP
209	2. Functional Requirements of all VMECS Sub System	2.3 ANPR and Application i. Integration: ANPR technology should be embedded within security cameras (also known as ANPR Cameras) to ensure accurate readings regardless of the shape and color of the license plates.	As per the RFP, the primary responsibility of the bidder is to design, implement, and maintain an all weather system (including ANPR cameras, RFID readers, and the VMECS application) to detect FASTag and vehicle registration numbers (via ANPR), and to capture each passing vehicle for toll collection in accordance with applicable rates, through integration with VAHAN/NIC and NPCI, while meeting all specified SLA and performance parameters. However, as per the clause stating "ANPR technology should be embedded within security cameras (also known as ANPR cameras) to ensure accurate readings regardless of the shape and color of the license plates," it appears that only camera embedded ANPR solutions are permitted. Considering the stringent performance requirements specified in the RFP, particularly vehicle detection/count accuracy and ANPR accuracy (minimum 97% during both day and night conditions) and given the heterogeneous traffic conditions, we request that flexibility be provided to allow all proven ANPR technologies. Additionally, as of now, embedded ANPR cameras are not STOC certified.		As per RFP
210		Solid state LED illumination technology or LED based Technology or equivalent	You are kindly requested to please add below mentioned clause so department will get the better technology. "P1.25 Active LED Display with COB Technology & 100% Buzzle Free Technology"		As per RFP
211		Screen Size; 4.5m x 2m display	You are kindly requested to please add below mentioned clause so department will get the better technology. "Complete Display Size should be 4800 mm x 2025 mm or matrix arrangements of cabinets can be change as per site requirement."		As per RFP
212		IP Based	Kindly add below mentioned inputs in place of IP Based so Desktops/Laptops & Server easily connect through below mentioned INPUTS "HDMI 1.3/HDMI2.0/USB 3.0"		As per RFP
213	Schedule-C, Clause 1.17 (Video Wall)	Video Wall specification: 4.5m x 2m display, solid-state LED illumination, full HD (1920x1080), 60,000 hours rated life, inter screen gap <= 1 mm. Same OEM for display controller and management software.	Could the Authority confirm the number of display tiles/modules expected (based on standard tile dimensions) and the acceptable tile sizes? Must the video wall controller hardware and management software mandatorily be from the same OEM as the display panels?		As per RFP
214	Financial Bid Format (Form-F2) – Bill of Quantities	1. RFID Antenna - No 89 2. RFID Reader - No 89 3. ANPR Camera (Including Housing and Mounting) - No 89 5. IR Illuminator No - 89	As per the site and location list, the total number of lanes is 88, whereas the Financial Bid Format requires 89 units for each equipment type. Please clarify the basis for specifying 89 units in the BOQ.		As per RFP

215	Form F-2 — Financial Bid Format (Bill of Quantities)	Form F-2 BoQ contains columns 'Unit', 'Quantity', 'Unit Rate (Rs.)' and 'Amount (Rs.)' for equipment under Section A (Field Equipment Gantry) and Section B (Central Command Control Centre Equipment). Note (iii) on Page 89 states: 'All costs required for complete execution of the Works... shall be deemed to be included in the rates quoted by the Contractor in the BOQ, including all incidental civil, mechanical, electrical, and allied works... No separate payment shall be made for any such items or works, whether specifically mentioned in the BOQ or not.'	It is observed that the BoQ provided in Schedule-C includes unit rates for equipment, system components, and CCC infrastructure; however, there is no explicit line item for quoting implementation costs such as design, installation, integration, testing, commissioning, and associated civil and deployment works. In this regard, we request clarification on whether the entire implementation cost is to be included within the unit rates quoted for respective BoQ items (equipment/CCC) or to be quoted separately under any specific line item in the Financial Bid (Form F-2). In case the implementation cost is to be absorbed within BoQ unit rates, kindly confirm that no separate payment shall be made for such activities and that the quoted unit rates shall be deemed fully inclusive of all turnkey responsibilities as defined in the RFP. Further, we request clarification on whether any price adjustment mechanism or separate consideration is envisaged for implementation-related scope variations, particularly in the event of changes in quantities or site conditions, to ensure uniform interpretation and accurate commercial	CRITICAL — directly impacts L1 evaluation and price comparability. Most bidders will interpret BoQ differently without explicit guidance.	As per RFP
216	2.11 Minimum Bill of Quantity (BOQ):	7. LPU with all network equipment	Please clarify minimum requirement specification of LPU.		LPU specification to be provided by the bidder as per the solution requirement.
217			We would like to inform the Authority that Radar is not included in the BOQ under the RFP. However, in case a vehicle passes at a speed exceeding 150 km/h, due to which ANPR/RFID systems are unable to capture the vehicle details, we request the Authority to kindly confirm the mechanism to be adopted for recording such instances		As per RFP
218	BoQ & Scope	Indicative BoQ and Scope definition	Clarification on Scope and WIM: The current BoQ does not include line items for WIM (Weight-in-Motion) hardware or GVV enforcement. Please clarify if they are in the scope and provide technical specs.	Ensures fair financial comparison and avoids unquantifiable commercial risk.	As per RFP
219	Clause 1.2.21 – Payments	Rates cover all essential, desirable and obligatory items without additional financial implication; GST payable separately.	Kindly clarify whether any future change in scope, new integration requirement, change in NIC/NPCI/Acquirer Bank interface, change in Government notification/rules, or additional functionality beyond current RFP shall be treated as Change Request and paid separately.	Required to ring-fence bidder exposure against future undefined requirements.	As per RFP
220	Form F-1 / F-2 – Financial Bid	No separate payment for any item/work whether specifically mentioned in BOQ or not; no claim for omission, deficiency or misunderstanding of scope.	Kindly confirm that after approval of bidder's technical design, architecture and BOQ by IHMCL, any additional requirement arising due to Authority-directed change, site condition change, or third-party system/API change shall be treated as Change Request.	Important for commercial clarity and risk allocation.	As per RFP
221	Schedule-C – Standards and Specifications	Specifications are bare minimum and bidder shall provide additional equipment if required to meet scope/SLA without additional financial implication.	Kindly confirm that bidder is allowed to optimize the technical architecture and propose equivalent/better components, provided the solution meets functional requirements and SLA.	Required to avoid rigid BOQ interpretation and allow optimized design.	As per RFP
222	General Queries	Number of users	Please provide the total no. of users for VMECS and no of concurrent users also for the same		As per RFP
223	Web Portal	Web portal for monitoring & enforcement	Please clarify whether portal needs integration with external citizen-facing portals or only internal usage.		As per RFP
224	SLA / Change Scope	SLA and O&M	Any new integration introduced during O&M – will it be treated as change request (CR)?		As per RFP
225	Contract Conditions	Change in scope	Any change in scope during O&M—will it be treated as change request with separate commercial?		As per RFP
226	Schedule-B	e) The Contractor shall ensure continuous operation of the System on a 24x7x365 basis, with adequate redundancy in all critical components including field equipment, servers, network, power supply, and communication infrastructure, to meet the prescribed Service Level Agreements (SLAs).	As per clause "adequate redundancy in all critical components including field equipment," kindly clarify whether redundancy is also required at the RFID, ANPR & audit camera, Data Storage Including peripheral etc level.		Bidder to meet the SLA requirement
227	2.11 Minimum Bill of Quantity (BOQ):	7. LPU with all network equipment	LPU technical specification are missing from technical specifications Schedule-C, request you to provide minimum specification in terms of Processor, RAM, SSD etc.		LPU specification to be provided by the bidder as per the solution requirement.
228	Form F-1: Format for Financial Bid Submission (For sample only, actual Format to be downloaded from e-tender portal for on-line submission) - Summary of Price Schedule / Instructions: # 5	All costs required for complete execution of the Works in accordance with the Contract shall be deemed to be included in the rates quoted by the Contractor in the BOQ, including all incidental civil, mechanical, electrical, and allied works, and all ancillary equipment, components, fittings, accessories, systems, and activities required for Go-Live and operationalization of the Gantries, commissioning and full functionality of the Control Centre, and compliance with the functional requirements and Service Level Agreements (SLAs). No separate payment shall be made for any such items or works, whether specifically mentioned in the BOQ or not, and the Contractor shall not be entitled to any additional payment or claim on account of any omission, deficiency, or misunderstanding of the scope of work	We request to provide the details of the work and equipment (BOQ) which is not given in the Actual BOQ of the RFP. This should be considered as an additional charges and same should be included in the financial proposal.		As per RFP

229	BoQ	Indicative BoQ	Scope Definition: Clarify if the BoQ is final/binding. If indicative, define the mechanism for reconciling actual site quantities vs. bid prices to ensure no commercial risk.	Please confirm if the BoQ provided in the RFP is the final, binding quantity list for financial evaluation. If 'indicative', please clarify the mechanism for reconciling actual site requirements (e.g., number of gantries or specific sensor counts) against the quoted bid price during the execution phase to ensure no commercial risk for the SI."	The provided BoQ is indicative and the Successful Bidder shall be solely responsible for proposing a solution that meets all the features, functions, and performance criteria outlined in this RFP.
230	Scope	Enforcement	GVW/WIM Integration: Please clarify if Weigh-in-Motion (WIM) and GVW enforcement are in scope. If yes, please provide technical specs and add relevant line items to the BoQ.	The current BoQ does not include line items for Weigh-in-Motion (WIM) hardware or GVW API integration. Please clarify if GVW/Weight enforcement is within the scope of this project. If yes, please provide the technical specifications and update the BoQ to include these items, as they involve significant infrastructure (civil works, sensors, controller) and software integration.	As per RFP
231	BOQ	Contract Value / Contract Price	The Contract Price is an indicative and accepted bid value for the purpose of evaluation and award, and payments to the Contractor shall be made based on the actual quantities of work executed, supplied, installed, commissioned, and operated, in accordance with the provisions of the Contract.	This clarification will help bidders assess commercial risks accurately and ensure payment for actual work executed.	As per RFP
232	Schedule-B	e) The Contractor shall ensure continuous operation of the System on a 24x7x365 basis, with adequate redundancy in all critical components including field equipment, servers, network, power supply, and communication infrastructure, to meet the prescribed Service Level Agreements (SLAs).	As per clause "adequate redundancy in all critical components including field equipment," kindly clarify whether redundancy is also required at the RFID, ANPR & audit camera, Data Storage Including peripheral etc level.		As per RFP
233	Schedule-A / Schedule-C, Clause 2.11 (BOQ)	The BOQ specifies equipment quantities on a per-lane or per-gantry basis. Gantry locations cover 2 to 5 lanes as per site condition.	Could the Authority provide the exact lane count per gantry location (all 35 sites) so that bidders may accurately price the financial bid? Without this, lump sum lane-dependent items cannot be precisely estimated.		Refer Schedule A, para 1
234	Financial Bid / BOQ — Item 12 & 23	BOQ Item 12: Cabling, Networking and Integration with Control Room (Lumpsum per Gantry) — 35 Nos. BOQ Item 23: Cabling, Networking and Integration with Gantries (Lumpsum) — CCC level.	Gantry-to-CCC distances range from a few km to potentially Kms depending on CCC location. On what basis should bidders estimate these lump-sum items — actual survey, MPLS/leased line tariff, or what is maximum distance assumption provided by the Authority?		As per RFP
235	Development of VMECS Components & Gantry System	Integration with National Informatics Center: i. Vehicle Registration Number ii. Vehicle Class / Category iii. Commercial / Non-Commercial iv. Fuel Type v. Number of Axle vi. Gross Vehicle Weight vii. Bharat Stage (BS) Emission Standard / Euro Standard viii. Vehicle Make, Model and Color ix. Fitness Validity x. Insurance Validity xi. Pollution Validity xii. Registration Validity	Request for support for the API-based integration with VAHAN platforms for vehicle validation, verification, and retrieval of vehicle-related information,		IHMCL shall facilitate for necessary integrations with NIC (VAHAN)
236	2. Development of VMECS Components & Gantry System/ p) Integration with National Informatics Center	i) The VMECS at each gantry shall be equipped with critical components including RFID Readers, ANPR Cameras, and Audit Cameras. Based on the data captured from these systems, the VMECS shall accurately identify the Vehicle Registration Number (VRN). The validated VRN data shall be transmitted to VAHAN/SAARTHI systems for retrieval of vehicle-related information as specified in the RFP. Based on the data received from VAHAN/SAARTHI, the VMECS shall determine the eligibility of vehicles and classify them as eligible or ineligible for charge enforcement. The system shall further match the vehicle class obtained from VAHAN/SAARTHI with the vehicle class data received through FASTag to ensure consistency prior to processing. Only transactions pertaining to eligible vehicles shall be transmitted to the designated Acquirer Bank for further processing.	We kindly request confirmation regarding the definition of 'Non-Eligible' or exempted vehicle categories. As per our understanding, the RFP does not explicitly list these categories, and the exemption status is determined based on vehicle attributes fetched from VAHAN/SARATHI by the VMECS system. Could you please confirm if this understanding is correct, or advise if there are any specific exemption lists or additional documentation that will be shared by the Authority for integration.		A Fee to be charged from eligible vehicles as notified by the Authority.
237	1.2.19 - Parameters to be checked during Site Acceptance Testing (SAT)	API integration with VAHAN through NIC	The RFP requires integration with external systems such as VAHAN, FASTag/NPCI ecosystem, and enforcement systems; however, the scope of responsibility, availability of APIs, and support from respective authorities are not clearly defined. Kindly clarify whether all APIs and integration interfaces will be provided by the Authority, and whether any third-party costs, dependencies, or coordination risks are to be borne by the bidder.		IHMCL shall facilitate for necessary integrations with NIC (VAHAN)
238	Schedule B, 2(y)(xi)	xi. The Bidder's solution should include API based integration with future tolling technologies like GNSS and NHAI Applications like Raj Marg Yatra etc. or, Advance Traffic Management System (ATMS), any other similar system at no extra cost.	Since, the architecture and specifications of future GNSS systems are currently unknown, can this clause be amended to treat future integrations as a 'Change of Scope' (Clause 1.2.24).		As per RFP
239	Definition 18. Vehicle Monitoring, Enforcement and Collection System (VMECS)	Vehicle Monitoring, Enforcement and Collection System (VMECS) means an advanced, barrier-less and fully automated technology platform designed for the detection, identification, classification, validation, enforcement, and electronic collection of Government notified charges, from eligible vehicles entering designated enforcement zones within the Delhi-NCR region, utilizing technologies such as RFID, ANPR etc., and operating across multiple lanes without requiring vehicles to slow down, stop, or pass through dedicated toll or enforcement lanes, thereby ensuring seamless, uninterrupted traffic flow and reduced congestion.	We request to kindly clarify whether we have to provide classification of vehicle from gantry by fetching data from NIC through ANPR or if we have to provide physical classification from gantry by using LIDAR. Kindly confirm ?		As per RFP

240	Clause 2.9 – VMECS Application Software	System shall detect vehicles in real time using RFID, ANPR cameras and other equipment, and transmit vehicle registration details through API-based integration with NIC for validation.	Kindly clarify the decision hierarchy in case of mismatch between RFID tag data, ANPR-read vehicle registration number and VAHAN/NIC vehicle data. For example, if RFID belongs to one vehicle and ANPR captures another VRN, which data source shall be treated as final for transaction/enforcement?	Important for transaction validity, exception handling and liability.	As per RFP
241	Clause 5 and 6 – FASTag Transaction / e-Notice Integration	Contractor shall transmit eligible vehicle details to Acquirer Bank for FASTag transactions and/or e-Notices; integration required with NIC/VAHAN, Acquirer Bank, CCH/NPCI.	Kindly provide a detailed responsibility matrix between Bidder, IHMCL, NIC/VAHAN, Acquirer Bank and NPCI for vehicle validation, charge computation, transaction acceptance, failed transaction handling, e-Notice generation and recovery.	Required to avoid ambiguity in integration and operational responsibilities.	Bidder are responsible for transmitting details to Bank.; Integration with NIC/VAHAN is responsibility of Bidder. IHMCL shall facilitate for necessary integrations with NIC (VAHAN)
242	Clause 5 and 6 – FASTag Transaction / e-Notice Integration	Data transmission is required in real time or within prescribed TAT.	Kindly specify the exact TAT for each stage: NIC/VAHAN validation, Acquirer Bank transaction submission, response from Acquirer Bank/NPCI, exception handling and e-Notice processing.	Required for SLA and system workflow design.	As per RFP
243	Clause 6 – Indicative Process Flow of VMECS	Only vehicles successfully validated through NIC shall be considered for further payment processing.	Kindly clarify the process for vehicles where NIC/VAHAN response is delayed, unavailable, mismatched or incomplete. Should such transactions be queued, manually validated, rejected or processed later?	Required for offline/exception transaction handling.	As per RFP
244	Implementation Phase	API based data sharing with IHMCL MIS/ERP systems	Kindly share the details of ERP system (ERP OEM name, technology, Modules of ERP) which need to be integrated with VMECS		It would be provided to the successful bidder.
245	General Queries	Integration with Government Systems	Please confirm whether APIs for integration with National Informatics Centre systems (VAHAN/SAARATHI) will be provided, or must they be developed by the bidder.		IHMCL shall facilitate for necessary integrations with NIC (VAHAN)
246	General Queries	FASTag & Payment Processing	Please confirm integration requirements with National Payments Corporation of India / NETC ecosystem and whether certification is required from NPCI.		Bidder are responsible for transmitting details to Bank.; Integration with NIC/VAHAN is responsibility of Bidder. IHMCL shall facilitate for necessary integrations with NIC (VAHAN)
247	General Queries	FASTag & Payment Processing	Please confirm integration requirements with National Payments Corporation of India / NETC ecosystem		As per RFP
248	Definitions (VAHAN/SARATHI)	Integration with VAHAN/SARATHI database	Kindly confirm whether API access to VAHAN/SARATHI will be provided by the Authority or bidder needs to arrange the same. If bidder scope, clarify onboarding process, timelines, and cost implications.		As per RFP
249	Data Validation / NIC Dependency	Incorrect vehicle data or API failure attributable to bidder	Kindly confirm responsibility in case vehicle data is incorrect in VAHAN database or API is unavailable/delayed. Such cases should not be attributable to bidder.		The Understanding of bidder is Correct.
250	FASTag Integration	Integration with Acquirer Bank / FASTag ecosystem	Please confirm whether IHMCL will facilitate onboarding with NPCI/CCH and Acquirer Bank or bidder needs to independently onboard. Also clarify responsibility for transaction settlement issues.		The Understanding of bidder is Correct.
251	FASTag Transaction Processing	FASTag transaction processing integration	Kindly clarify whether switching, reconciliation, and dispute management systems are to be developed by SI or provided by IHMCL/NPCI.		As per RFP
252	Enforcement Integration	e-Notice generation and enforcement integration	Please specify which enforcement systems (Delhi Traffic Police, CAQM, etc.) are to be integrated and whether APIs are available and documented.		Any integrations required during the contract of this project to be accounted and considered.
253	VMECS Application Software	Centralized transaction processing system	Whether existing central transaction engine/platform is available with IHMCL or bidder needs to develop from scratch?		As per RFP
254	Data Validation	Vehicle data validation via external systems	What level of data access will be provided from VAHAN (real-time / batch / cached)?		As per RFP
255	Data Accuracy	Vehicle classification & ownership validation	Authority to confirm responsibility for incorrect/incomplete VAHAN data leading to wrong enforcement or revenue leakage.		As per RFP
256	Integration Interfaces	Communication and integration requirements	Will standard API documentation be provided at the time of award or expected during bid stage?		As per RFP
257	Charge Collection	Collection of charges via system	Is payment gateway integration required beyond FASTag (e.g., for non-FASTag vehicles)? If yes, who bears MDR/transaction charges?		The requisite charges, as defined by the Authority, shall be deducted through FASTag only.
258	Key Dates / Integration Timeline	Implementation timelines	Please confirm expected timelines for availability of all third-party APIs post LoA.		As per RFP
259	Multi-agency Integration	Integration with multiple agencies	Kindly confirm whether IHMCL will act as single-point coordination authority for all external integrations.		IHMCL shall facilitate the bidder.
260	System Availability	System uptime requirements	In case of external system failure (VAHAN/NPCI), what fallback mechanism is expected?		As per RFP
261	External API Constraints	Communication interfaces	Please clarify if there are any API throttling limits from VAHAN/NPCI systems.		As per RFP
262	Schedule-B, 1. General a)	The Authority has envisaged the implementation of a Vehicle Monitoring, Enforcement and Collection System (VMECS) for the Project to enable accurate monitoring of vehicles passing through gantries for enforcement of regulatory provisions and collection of applicable charges, as notified by the Government from time to time, through FASTag in a seamless, automated, barrier-free electronic environment.	We request the authority to help us understand the applicable charges which are to be collected from the vehicles. We wish to understand the calculation, API integrations etc. Considering the short time frame to implement the project, such information will help in planning the execution of work better and meeting the readiness for commissioning.		A fee shall be charged from eligible vehicles, as notified by the Authority.
263	Schedule B - 2. Development of VMECS Components & Gantry System, y) Central Command and Control Centre, (vii)	The Central System shall be integrated at the central level with Acquirer Bank and NPCI for sharing of transaction data, computation of applicable charges, and facilitation of charge collection from respective issuer banks for eligible vehicles. The Bidder shall ensure secure financial messaging, reconciliation mechanisms, and audit trails for all such transactions.	Kindly help us in understanding if the Acquiring bank for the VMECS has already been identified of it is in process. Secondly, will it be a single bank for all gantries of multiple banks. Thirdly, while the SI can send the transaction to the Acquiring Bank, can the bank collect such charges under the NETC program to will the bank require any additional mandate.		A fee shall be charged from eligible vehicles, as notified by the Authority.

264	Schedule B - 2. Development of VMECS Components & Gantry System, y) Central Command and Control Centre, (vii)	The Central System shall be integrated at the central level with Acquirer Bank and NPCI for sharing of transaction data, computation of applicable charges, and facilitation of charge collection from respective issuer banks for eligible vehicles. The Bidder shall ensure secure financial messaging, reconciliation mechanisms, and audit trails for all such transactions.	Kindly help the bidders in understanding how the applicable charges will be computed. This will enable assessment of the current system and the development required for such charges.		A fee shall be charged from eligible vehicles, as notified by the Authority.
265	Schedule-B, Clause 5 / Clause 6	The Contractor shall integrate with the Acquirer Bank for FASTag transactions and e-Notice generation as per NPCI Procedural Guidelines and ICD v2.5 or latest.	Has the Technical Specification Document (TSD/ICD) from NPCI / designated Acquirer Bank been finalized? Will this document be shared with all bidders prior to bid due date or at the time of award to enable accurate system design?		As per RFP
266	Schedule-C, Clause 2.10 (Web Portal) — e-Notice Module	e-Notice Module status shall be as per data shared by Acquirer Bank. Status monitoring for issued e-Notices (Accepted, Rejected, Exempted) on the main dashboard.	Since e-Notice generation and status updates are dependent on the Acquirer Bank's API response timeline (which is outside the Contractor's control), delay from the bank will SLA penalties for e-Notice status be waived if the delay is attributable from the Acquirer Bank?		As per RFP
267	Schedule-B, Clause 3(h)	The Contractor shall implement and maintain a centralized Enterprise Management System (NMS) at the CCC for comprehensive health monitoring using SNMP or equivalent protocols.	Must the VMECS EMS/NMS integrate with any existing IHMCL/NHAI monitoring platform (e.g., TMCC), or is it to be a standalone system? If integration is required, will the TMCC API/interface specifications be shared with the selected bidder?		As per RFP
268	Schedule-B/8. Data Retention/Handover a) Data Retention Period	i. Video recordings from ANPR and audit surveillance cameras shall be retained for a minimum period of thirty (30) days.	We kindly seek confirmation of our understanding regarding data retention requirements: – At the field (edge) level, images are to be retained for 180 days and videos for 30 days. – At the Command and Control Center level, both images and videos are to be retained for 30 days. Request you to please confirm if this interpretation is correct, or if any additional retention requirements apply at either level.		Refer Corrigendum-1
269	Schedule-C/1.9 Storage(Data Including peripheral, transaction, video storage, NVR etc)	10. Storage Timelines 1. Successful bidder shall keep the storage of complete data (Images and videos). Images for 180 days and Videos for 30 days. 2. Successful bidder shall keep the storage of complete data (images/video recording) on storage devices, in case of any disputed/discrepancy, till the end of the contract period. 3. Any type of additional storage requirement shall be borne by the bidder.			As per RFP
270	Clause 8 – Data Retention and Handover	Data retention and handover requirements are specified under Schedule-B.	Kindly confirm the mandatory retention period for transaction data, ANPR images, audit camera images/video, exception records, logs and reports in live storage and archival storage separately.	Required for storage sizing and cost estimation.	Refer Corrigendum-1
271	Form F-2 – BOQ	BOQ includes data storage at gantry level and central server/cloud server at CCC.	Kindly clarify whether video storage is required for continuous recording or only event/transaction-based recording. Also specify required resolution, frame rate and retention period for audit surveillance video.	Required for accurate storage and bandwidth calculation.	Refer Corrigendum-1
272	Data Retention	Data retention and handover	Please confirm retention policy and whether archival storage infrastructure is part of bidder scope.		Refer Corrigendum-1
273	Data Ownership	Data retention & handover	Please clarify ownership of data and rights for analytics usage by SI during O&M.		The ownership of data lies with IHMCL/Authority
274	Storage	Video + transaction storage	Please clarify expected data volume per day and retention requirement for video vs transaction data.		As per RFP
275	1.9 Storage(Data Including peripheral, transaction, video storage, NVR etc) - 10. Storage Timelines	Any type of additional storage requirement shall be borne by the bidder.	The additional storage if any should be borne by the tender authority. This should not be in the scope of bidder.		As per RFP
276	Schedule-B, Clause 8 (Data Retention)	Video recordings shall be retained for 30 days. Images of eligible vehicles shall be retained for the entire contract duration. Transaction data shall be retained for the entire contract duration.	Long-term image storage for all eligible vehicles over 63 months will require significant capacity. Would a tiered/archival storage approach (hot-warm-cold storage) be acceptable for older data, or must all retained data remain online and immediately accessible at all times?		Refer Corrigendum-1
277	Service level agreement	Vehicle Count of M & N Category vehicles as per CMV rules 1989. (Accuracy:- 97%) (Penalty:- Below 95% accuracy, shall be considered as breach. Accuracy of ANPR System (Accuracy:- 97%) (Penalty:- Below 95% accuracy, shall be considered as breach.	Kindly amend the clause Vehicle Count of M & N Category vehicles as per CMV rules 1989. (Accuracy:- 95%) (Penalty:- Below 92% accuracy, shall be considered as breach. Accuracy of ANPR System (Accuracy:- 95%) (Penalty:- Below 92% accuracy, shall be considered as breach.		As per RFP

278	7. Service Level Agreement/ Control Centre Equipment and Software	3. Availability of all VMECS Equipment Basis of measurement: The uptime availability of all equipment (as per BOQ) of VMECS at each Gantry and Central Control Centre system shall be 99.5% per month. Downtime shall be calculated at a cumulative level for all equipment at each Gantry and at the Central Control Centre. Penalties apply as described."	<p>We kindly request clarification regarding the calculation of downtime for SLA and penalty purposes:</p> <p>- In cases where there is a partial equipment failure (such as a single sensor or camera), but the overall system at the gantry or Control Centre continues to function and fulfill its operational requirements, would such partial failures be considered as downtime?</p> <p>- If only failures of certain critical components are considered for downtime calculation, we request the Authority to please specify which components are deemed critical.</p> <p>Clear guidance on these points will help us ensure accurate uptime monitoring, proper reporting, and full compliance with the Authority's requirements.</p>		As per RFP
279	Schedule B, 7 (SLA), SL no. 3	"The uptime availability of all equipment... at each Gantry and Central Control Centre system shall be 99.5% per month."	While the SL is required to maintain comprehensive insurance (Clause 1.2.29), frequent theft or vandalism at remote gantries can severely impact the 99.5% uptime SLA. Will downtime caused directly by documented theft or vandalism be excluded from the SLA penalty calculations?		As per RFP
280	Clause 7 – Service Level Agreement	SLA provisions apply for VMECS performance.	Kindly clarify whether the total cumulative SLA penalty/deduction in any month/quarter shall be capped. We request that total cumulative penalty across all SLA parameters may be capped at 10% of the monthly/quarterly O&M payable amount.	Required to avoid unlimited penalty exposure.	As per RFP
281	SLA / System Dependencies	SLA defined for uptime	In case of delay/non-availability of third-party APIs (VAHAN/NPCI/enforcement), will corresponding SLA penalties be waived?		As per RFP
282	Violation Handling	e-Notice generation	Please clarify whether penalty rules/logic engine will be provided or needs to be developed by SL.		As per RFP
283	SLA	SLA defined for uptime	Please clarify SLA applicability in case of failures due to external systems (power, telecom, third-party APIs).		As per RFP
284	Spare Availability	Each violation/instance shall attract the penalty of Rs. 3,00,000/-.	Request reduction of penalty from 3,00,000/- to Rs. 50,000/-	The current penalty may be reconsidered, as it appears relatively high; a more balanced approach is requested.	As per RFP
285	Damages for Data Manipulation, Fudging or Other Fraudulent Practices	If the Implementation Agency is found manipulating any data that it reports or stores (including SLA reports but not limited to), a penalty of Rs 10,00,000 will be imposed with a warning and the if the fudging was related to SLAs the entire due amount for that month will be deducted. For any repeat instance of data fudging or manipulation, IHMCL may consider termination of the contract and forfeiture of performance bank guarantee	Request reduction of penalty of Rs 10,00,000 to Rs. 50,000	A revision of the penalty may be considered, while ensuring that compliance obligations remain unaffected.	As per RFP
286	Schedule-B	Penalty Clauses	Rationalization: As this is a "first-of-its-kind" project for the NCR, we request a 3-month stabilization period with a "warning and cure" mechanism rather than immediate financial penalties		As per RFP
287	Schedule-B	Cumulative Penalties	Liability Cap: We request a defined "Total Penalty Cap" (e.g., 5-10% of annual O&M value) to make risk exposure quantifiable for Bidders.		As per RFP
288	Schedule-B	Validation Failures	Exclusion Clause: Request that validation failures caused by VAHAN/SARATHI/NIC server downtime/latency be explicitly excluded from penalty calculations.	Request that validation failures caused by VAHAN/SARATHI/NIC server downtime/latency be explicitly excluded from penalty calculations.	As per RFP
289	Schedule B.7.iii.	Service Level Agreement SLA shall be calculated separately for each gantry location. - 1. Supply, Installation, Testing and Commissioning, (Go-Live) - 0.20% of the Contract Value Per Day	Service Level Agreement SLA shall be calculated separately for each gantry location. - 1. Supply, Installation, Testing and Commissioning, (Go-Live) - 0.10% of the Gantry Per week		As per RFP
290	7. Service Level Agreement, Control Centre Equipment and Software, Sr. No - 3	Availability of all VMECS Equipment Penalty: a) Beyond 216 minutes, a penalty of Rs 1,00,000 per hour shall be applicable for each gantry VMECS and Central Control Centre. b) The upper limit of the penalty shall be equal to total Performance Security c) Beyond that, IHMCL may consider it as a case of breach and may take necessary actions.	We suggest that the upper limit be made applicable to all penalties under the SLA clause and not just for the availability of the equipment. This will enable bidders to assess risk appropriately.		As per RFP
291	penalty provisions	Too High	We request the Authority to kindly review and consider rationalizing the SLA and penalty provisions. As this project is being implemented for the first time in India and involves new deployment conditions, we request consideration for reduced penalty levels and/or a suitable stabilization period after Go-Live	This will support smooth implementation, allow system stabilization, and reduce risks associated with initial deployment challenges	As per RFP
292	Schedule-B, Clause 7, SL No. 3	Availability of all VMECS Equipment: 99.5% per month (max 216 min downtime per gantry/CC). Beyond 216 min, penalty of INR 1,00,000 per hour per gantry.	In the event of simultaneous downtime at multiple gantries due to a common external cause (e.g., area-wide power grid failure, ISP backbone outage), will penalties be compounded separately for each affected gantry, or is there a provision for concurrent/force-majeure downtime capping?		As per RFP
293	Schedule-B, Clause 7, SL No. 4 & 5	Vehicle count accuracy: 97% on daily basis. ANPR accuracy: 97% VRN reading accuracy on daily basis. Penalty of INR 1,00,000 per day for accuracy below permissible limit.	Is daily accuracy measured on total vehicles across all lanes of a gantry combined, or per lane individually? How will accuracy compliance be validated specifically for nighttime or adverse weather conditions (fog, heavy rain) where false negatives are inherently higher?		As per RFP

294	Schedule-B, Clause 7, SL No. 7	Per Instance penalty of INR 10,000 for unavailability of images and video for a vehicle passage. IHMCL may process camera footage through third-party on sample or complete basis.	Is there a minimum daily threshold of missed images per gantry before this penalty applies, or is a zero-tolerance policy in force (i.e., every single missed vehicle passage triggers an INR 10,000 penalty)?		As per RFP
295	Schedule-B, Clause 7, SL No. 10	Penalty of INR 10,000 per instance for improper validation of vehicle details through VAHAN/SARATHI due to system errors, data mismatch, or API handling failures attributable to the Bidder.	Since VAHAN/SARATHI API availability is dependent on NIC infrastructure (outside the Contractor's control), will penalties for failed validations attributable to NIC API downtime, throttling, or NIC-side errors be waived? How will such attribution be determined?		As per RFP
296	2.12 Minimum Manpower Requirements & Qualifications: Clause a) & b)	a) Manpower Requirement: 3. Auditor/Transaction Validator at Central Control Centre 7 in each shift + 2 reliever b) Manpower Requirement & Qualification 3. CC Auditor/ Transaction Validator Graduate in any discipline with at least 2 years of relevant experience in citizen contact service. Minimum 4 auditors/Validator per shift (8hrs) per Vehicle Monitoring, Enforcement And Collection System(VMECS) plaza and 1 reliever. Number of auditors may be dependent on the volume of traffic which is to be decided by the bidder.	With reference to the manpower requirements and qualification specified in the given RFP clauses, there is discrepancy in the Auditor/Validator Manmonth requirement. At one point it says to provide "Auditor/Transaction Validator at Central Control Centre 7 in each shift + 2 reliever" and at second point it says to provide "Minimum 4 auditors/Validator per shift (8hrs) per Vehicle Monitoring, Enforcement And Collection System(VMECS) plaza and 1 reliever. Number of auditors may be dependent on the volume of traffic which is to be decided by the bidder" Kindly confirm which requirement needs to be considered in the Financial BOQ (FORM F-2) for implementation and maintenance phase.		Refer Corrigendum-1
297	2.12 Minimum Manpower Requirements & Qualifications:	Project Manager System Maintenance Engineer Auditor/Transaction Validator	Please confirm these Manpower is required for Implementation and Maintenance both phase. Also confirm that these resources deployed onsite or offsite.		As per RFP
298	General Queries	Training	Please provide the details of total number of users for training and size of batches		As per RFP
299	2.12	Minimum Manpower Requirements & Qualifications	Clarification: Qty of System Engineer is mentioned as 1 in each shift per vehicle + 1 reliever. What does per vehicle mean? We understand it is a typo error and the corrected clause should be 1 in each shift + 1 reliever. It is observed that the RFP specifies certain minimum educational qualifications (e.g., B.E./B.Tech, MBA) along with defined years of experience for key personnel such as Project Manager, Engineers, Validators, etc. Based on our prior experience in executing similar large-scale ITS and enforcement projects, it is submitted that relevant domain experience and hands-on expertise often play a more critical role in successful project delivery than formal educational qualifications alone. For instance: Professionals with higher years of relevant field experience may be better suited for execution compared to candidates with higher academic qualifications but relatively lower practical exposure. Similarly, experienced diploma holders or non-MBA professionals with extensive project experience may effectively fulfill the intended roles and responsibilities.		As per RFP
300	Schedule-C, Clause 2.12 (Manpower)	Minimum manpower: 1 Project Manager (CCC), 1 System Maintenance Engineer per shift per vehicle + 1 reliever, 7 CC Auditors per shift + 2 relievers.	Does 'per vehicle' in the manpower table refer to each of the 5 maintenance vehicles or per gantry location? Could the Authority clarify the total minimum headcount expected across all 35 gantry locations and the CCC?		Refer Corrigendum-1
301	4. Maintenance Vehicles (Min 5 Nos)	The Bidder shall deploy and maintain a minimum of Five (05) dedicated Maintenance vehicles, along with qualified drivers, on a 24x7 basis for the operation and maintenance of gantry equipment.	Kindly clarify as we need to provide the Helper along with Driver or not.		As per RFP
302	Clause 4 – Maintenance Vehicles	Bidder shall deploy minimum five dedicated maintenance vehicles with drivers on 24x7 basis.	Kindly confirm whether five maintenance vehicles are required from Go-Live date or from the start of implementation period. Also confirm whether vehicles may be stationed cluster-wise based on gantry locations.	Required for O&M planning and costing.	From the start of the project
303	Maintenance Vehicles	Minimum 5 vehicles	Please confirm whether these vehicles are to be owned by bidder or can be leased/outsourced.		It can be owned / Leased / Outsourced
304	4. Maintenance Vehicles (Min 5 Nos)	All associated costs, including fuel, maintenance, insurance, and driver expenses, shall be borne by the Bidder.	Bidder needs to include the cost of maintenance, Insurance and Driver expense in the final commercial proposal. Fuel cost should be borne by the tender authority, kindly consider. Request to revise the clause and confirm.		As per RFP
305	Schedule-B, Clause 4	The Bidder shall deploy and maintain a minimum of 5 dedicated maintenance vehicles on a 24x7 basis. All costs including fuel, maintenance, insurance, and driver expenses shall be borne by the Bidder.	Must the 5 maintenance vehicles be owned/purchased by the Contractor, or can they be leased/hired? Are there minimum vehicle type or payload specifications? Will the vehicles be restricted to VMECS use only?		It can be owned / Leased / Outsourced
306	Schedule-B, Clause 3	The Contractor shall undertake regular upkeep and preventive as well as corrective maintenance of all system components including RFID readers, cameras, gantry equipment, servers.	Could the Authority specify the expected Preventive Maintenance (PM) frequency for major component categories (RFID readers, ANPR cameras, gantry structure, UPS batteries, servers) so that bidders may plan manpower deployment and spare costs accurately?		As per RFP

307	Schedule-B, Clause 3(d)	The Contractor shall implement periodic software updates, upgrades, and security patches for all application software, firmware, and system platforms.	What is the acceptable maintenance window for applying patches that require planned downtime? Will planned downtime for IHMCL-approved maintenance activities be excluded from the monthly SLA uptime (99.5%) calculation?	As per RFP
308	Schedule-B, Clause 7, SL No. 12	Availability of 10% spare of critical equipment (RFID Reader & Antenna, Audit Surveillance Camera, ANPR Camera) — penalty of INR 3,00,000 per violation instance on surprise inspection.	Are spares to be maintained at each gantry location individually, or may a central/regional warehouse model be adopted (e.g., spares pool serving a cluster of gantries within a defined radius)? Would a hub-and-spoke spares model with guaranteed 4-hour delivery to any site be acceptable?	As per RFP
309	1.2.17. Site Acceptance Testing	After successful completion of implementation of Vehicle Monitoring, Enforcement and Collection System (VMECS) facility, the successful bidder shall make a formal request to IHMCL for Site Acceptance Testing (SAT) duly mentioning the start date of SAT, in consultation with IHMCL. The formal request shall include all the required documentation, test certificates, evidence for installation etc.	Kindly confirm whether all the sites will be included in this SAT together or individual/Prorata site SAT can be considered	As per RFP
310	1.2.17 (b) & (c)	"The SAT shall be considered successful only if it meets all the requirements... Bidder shall extend full support and facilitate the demonstration..."	We would like to inform the authority that During SAT, system must demonstrate API integration with NIC (VAHAN) and the Acquirer Bank. If the 35 Gantries are physically ready, but SAT is delayed due to API downtime, throttling, or non-responsiveness from NIC or NPCI, we request to kindly extend the Go-Live deadline for SI without imposing the LD/penalty.	As per RFP
311	Testing & Evaluation	Bid evaluation / testing	Will external agencies participate in UAT/SAT or bidder expected to simulate integrations?	As per RFP
312	Testing & Acceptance	FAT, SAT, inspection clauses	Kindly clarify detailed acceptance criteria for FAT, UAT, and SAT including measurable KPIs.	As per RFP
313	Clause 1.2.17 (SAT)	SAT shall be conducted post implementation. If SAT fails, 7-day Cure Period is provided. Unsuccessful SAT leads to Performance Security forfeiture.	If Go-Live is achieved for some gantries but not all within the 3-month window, will IHMCL issue partial commencement of O&M payment for successfully commissioned gantries while the remaining undergo SAT, or will all payments be withheld until full system-wide SAT completion?	As per RFP
314	General Queries	Security & Compliance	What is the expected frequency and scope of VAPT by CERT-in empaneled agencies?	As per RFP
315	Cyber Security	Firewall and system security requirements	Whether any specific compliance (CERT-In, STQC, MeitY empanelment) is mandatory for integration endpoints?	As per RFP
316	Clause 1.2.26(x) (Cyber Security — STQC)	The Bidder shall be required to carry out STQC certification of its VMECS software within 6 months from the date of completion of SAT.	STQC certification timelines can themselves take 3–8 months. During the STQC certification process, will a provisional compliance status or interim clearance be issued to avoid SLA penalty exposure? Will penalties be waived during the certification period if the system is otherwise operational?	As per RFP
317	Form T-3: Power of Attorney	on non-judicial Stamp Paper of appropriate denomination	We request authority to kindly clarify the value of Stamp Paper?	As per the Stamp act of the concerned State
318	1.2.37 e	Notwithstanding the above, IHMCL at its sole discretion may terminate the Contract Agreement any time by giving 30 days prior notice without assigning any reason.	Query: The current notice period of 30 days may pose practical challenges for orderly demobilization and transition. Request: It is requested to kindly consider extending the notice period to 60–90 days, to facilitate smooth handover and minimize operational disruption.	As per RFP
319	Clause 1.2.33 (Force Majeure)	Neither party shall be responsible for delay or failure in performance due to Force Majeure events including fire, flood, acts of God, public disorder, government actions, etc.	For the O&M phase, does the Force Majeure provision also cover repeated short-duration grid power failures at gantry locations which, while not individually continuous, may cumulatively constitute significant downtime? Will there be a threshold for cumulative power failure downtime that qualifies as a Force Majeure event?	As per RFP